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REMINISCENCES  
OF THE  
OLD FIRE LADDIES  
AND  
VOLUNTEER FIRE DEPARTMENTS OF  
NEW YORK AND BROOKLYN.

TOGETHER WITH  
A COMPLETE HISTORY OF THE PAID DEPARTMENTS OF  
BOTH CITIES.

BY  
J. FRANK KERNAN, A. M.

("FLORRY.")



NEW YORK:  
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TO THE  
OLD FIRE LADDIES  
OF NEW YORK AND BROOKLYN,  
AS A MARK OF APPRECIATION, AND PARTICULARLY TO MY  
FRIEND AND CO-LABORER IN THIS WORK,  
MR. MICHAEL CRANE,  
THIS VOLUME IS RESPECTFULLY DEDICATED  
BY THE AUTHOR.

172249

FEB 1894





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## PREFATORY.

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*In placing this book before the public, I have aimed to introduce subjects calculated to impart a greater interest to its pages than if I confined the contents exclusively to dry details concerning the organization and functions of the Volunteer and Paid Fire Departments of New York and Brooklyn. Of the history of the Volunteer Departments of both cities I have endeavored, in my reminiscences of these Departments, to tell the truth; and if I differ from others on some points, it is because I have sacrificed romance to historical accuracy.*

*In preparing this volume it has been my purpose to combine with the statistical details of the history and progress of the Fire Departments of New York and Brooklyn, from their earliest period to the present time, such biographical and anecdotal reminiscences of the firemen as were available.*

*Statistics are at the best dry reading. The romance of history, with its excitements, its heroic episodes, its tinge of the marvelous, and the splendor of its pageants, lives in*



## *Prefatory.*

*the memory, while the statistical facts upon which it is founded are forgotten.*

*The records of the Fire Departments of both New York and Brooklyn, from their earliest days to their present magnificent condition, and of the heroism and daring of its members, scores of whom themselves went to their death that others might live, have been given by me after much labor and diligent and careful research. The early history of New York and Brooklyn, my reminiscences of the stage and of well-known resorts and characters of both cities, I flatter myself with being as complete and correct as records can make them.*

*The old volunteer firemen are rapidly dying out. Their heroic deeds have never been publicly chronicled, except in isolated cases, and only where the leaders of the Department managed to secure prominence. History repeatedly tells us where the wreath of laurel has been placed upon the brows of triumphant leaders; and often has it occurred that they attracted to themselves the credit and glory which justly belonged to others. It is as customary nowadays as it was years ago to honor the commanding general, while the subordinate officers and private soldiers who sacrificed or imperiled their lives are wholly ignored. In our efforts to crown the prominent hero, we unfortunately forget the shining examples of unselfish courage on the part of those who occupy more humble positions. So with the fireman: his only memorial is a short paragraph in a newspaper announcing his death.*

*This ingratitude of man is by no means complimentary to the age, but time is sure to bring about a revolution of his better nature, and the day will come when the hero who risks*

## *Prefatory.*

*his life to save a nation, or the unsung individual, whether a fireman, a policeman, a soldier in the ranks, or an ordinary laborer, will inherit the immortality of fame. It is undeniably true that magnanimous courage is one of human nature's noblest qualities; and I have no hesitancy in saying here, as I have said further on in my work, concerning the brave fire laddie of the past and the present, "that when the books are opened on final settlement of earthly accounts," in the language of the gifted author of the "Prairie Belle":*

*"God aint going to be too hard  
On a man that died for men."*

THE AUTHOR.

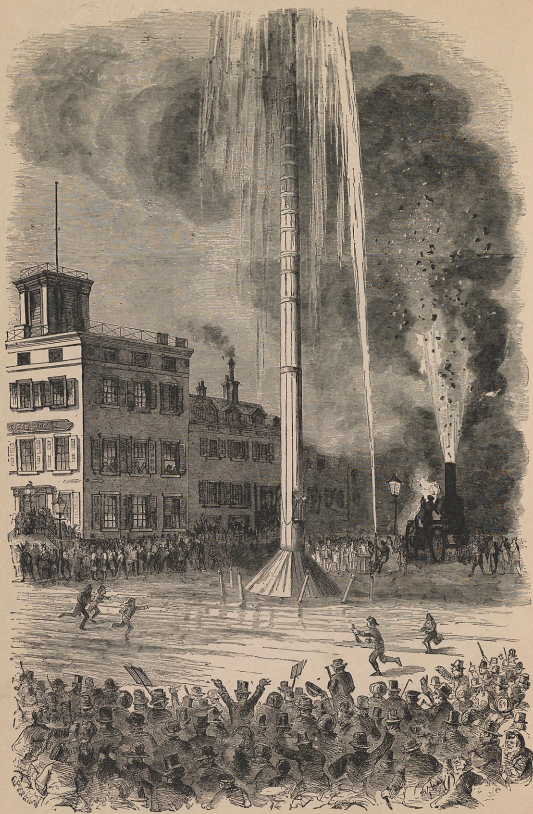
## *Prefatory.*

*I desire here to express my obligations for the promptitude with which those officially connected with the Fire Departments of New York and Brooklyn responded to all my inquiries for information. I am particularly indebted, however, to my old friends, Martin J. Keese and Captain Francis J. Twomey, clerk to the Common Council of New York, and custodian of the valuable records of that city; and also to Mr. William P. Allen, chief clerk to the chief of the New York Fire Department; to Charles Oscar Shay, chief of the New York Fire Department; First Assistant Chief Hugh Bonner, of New York; and Commissioner Poillon, Chief Nevins, and Mr. Thomas Heffran, of the Brooklyn Fire Department.*

*The courtesies extended me by brother journalists of New York and Brooklyn during my labors, and especially those of my friends, William Fairfax Elliott, of the "Times"; Amos J. Cummings, of the "Sun"; Edward A. Holmes, of the Sunday "Dispatch"; Peter F. Delaney, of the "Sun"; George Dobson, of the Brooklyn "Eagle"; Walter C. Quevedo, of the "World"; and John W. McDonell, of the "World," will not readily be forgotten by*

THE AUTHOR.





Riley's Pole, and the old Fifth Ward Hotel.





## OLD FIRE LADDIES.

---

### I.

“TO HUMBLER functions, awful power!

I call thee: I myself commend

Unto thy guidance from this hour;

Oh! let my weakness have an end!

Give unto me, made lowly wise,

The spirit of self-sacrifice;

The confidence of reason give;

And, in the light of truth, thy bondsman let me live!”

*Wordsworth, Ode to Duty.*

**I**N writing of the “Old Fire Laddies” of New York, I might state *en passant* that they were men who daily and nightly imperiled their lives to save the lives and property of their fellow-beings. It is customary nowadays to picture the “old fire laddies” as the personification of all that is rough and uncouth, with a penchant for liquor and a disposition to precipitate a quarrel upon the slightest provocation. I would like to know if there was ever a body of men banded together for any purpose whatever that did not have its black sheep. When some of our namby-pamby people tell you of the faults of the “old fire laddies,” ask them if in the majority of cases the virtues of the men did not exceed their vices. I am well aware of the fact that the old-time fireman was addicted to fighting with his brother fireman, but if his ambition to reach a



fire in advance of a rival necessitated a scrimmage, it was only to reach his destination in advance, and then strive the more earnestly to prevent the loss of life or destruction of property. When I recall the fact that such men as WALTER BOWNE, CORNELIUS W. LAWRENCE, STEPHEN ALLEN, ISAAC L. VARIAN, DANIEL F. TIEMANN, C. GODFREY GUNTHER, and WILLIAM H. WICKHAM, all mayors of the city of New York, ran with the "machine," I cannot help thinking that the political successes of these men were due in a great measure to their affiliations with the old Volunteer Fire Department. In 1845, the fire department of this city had among its members such names as WILLIAM H. WEBB, CARLISLE NORWOOD, ZOPHAR MILLS, ADAM P. PENTZ, JOHN T. AGNEW, GEORGE T. HOPE, CORNELIUS V. ANDERSON, and ex-Postmaster JAMES KELLY. Besides, I might mention the MACEYS, the TOWNSENDS, the JENKENSES, the HAYDOCKS, and those well-known merchants, SAMUEL WILLETTS, ADAM W. SPIES, JOHN W. DEGRAUW, ELIAS G. DRAKE, WILLIAM AYMAR, D. LYDIG SUYDAM, PHILIP EMBURY, SEAMAN LOWETTE, JOHN HARPER, FLETCHER HARPER, WILLIAM H. APPLETON, and hundreds of others more or less conspicuous. The "old fire laddies" are rapidly dying out, and, in view of this fact, I propose in these sketches to tell briefly the story of these brave men and their heroic deeds. A few words concerning old New York and the facilities afforded the firemen in those days will not be amiss.

If one enters the New York City Hall from the south and walks straight ahead for half a dozen paces, he finds himself in a long, narrow, bare corridor, stretching nearly the entire width of the building. At the eastern end of this corridor there is a little hall, from which open two doors. One of these introduces the explorer to a large, well-lighted room containing hundreds of dreary books and pamphlets, which go to make up a curious collection known as the "City Library." The other door swings slowly open, and one will see a room eight or ten feet wide and twenty feet long. There is a window opposite the door, scores of legal-looking books on shelves and floor, a desk, two or three chairs, and a stove. It is in this room that the aldermen of New York perform daily the civil marriages which the custom of many of the poorer foreigners in this city prescribes. Along one side of this dingy little room, and running from the floor nearly to the ceiling, stand a row of heavy, old-fashioned

safes. When the ponderous doors are drawn back, one will see some dozens of calf-bound volumes with tattered covers and rounded corners. These volumes contain the official records of the various powers which have governed the island since the last half of the seventeenth century started upon its course. Whether the Dutch flag or the English fluttered above the fort at the foot of the island, whether the writers were burghers of New Amsterdam or citizens of New York, whether they were loyal subjects of the English Crown or stanch defenders of the Declaration of Independence,—whether they were any or none of these, year by year for nearly two hundred years clerks of the corporation traced in quaint letters and quainter phrase the record of the legislative body of the chief city of the New World. Generation succeeded generation, king followed king, fortunes ebbed and flowed; yet through all the ceaseless change some hand there was to write the pages of these old, old books.

It is to these records that the student of the growth and progress of this city and its municipal institutions must go. Meager they are in many respects, lacking in others; yet nowhere else can so accurate a story of the acts of the old law-makers be found. It is, indeed, the official record, written when the events were fresh, written—some of it, at least—before the sound of the legislators' voices had died away from the council chamber.

Turning over the yellow leaves of one of these ancient books, not long ago, I found spread before me some curious facts concerning the means taken for the prevention and extinction of fires in the olden times. In the year 1648, Petrus Stuyvesant was Director-General of the New Netherlands. New Amsterdam then had a population of scarce 1,000, and it was not until five years later that the first form of municipal government was granted and burgomasters and schepens were appointed. The houses were usually one story high, with thatched straw or reed roofs and wooden chimneys. Fires occurred in two houses in 1647, by reason of the negligence of householders in keeping their chimneys free from soot; and in January, 1648, Stuyvesant and his council turned their attention to the danger to which the town was exposed. In a proclamation published at Fort Amsterdam, January 23, the attention of the people was called to their carelessness, and they were told that "the prompt

and excellent Director-General and their Honors the Councillors had deemed it advisable and highly necessary to look into the matter." It was therefore "ordained, enacted, and interdicted" that henceforth "no wooden or plaited chimneys shall be permitted." Those then existing were permitted to remain only on the pleasure of the "Fire Wardens." If the Wardens should condemn any chimneys as foul, the owner thereof was required to pay a fine of three guilders, which sum was to be used in the "maintenance of fire-ladders, hooks, and buckets, which shall be provided and procured at the first opportunity." It was further provided that, "in case the house of any person shall be burned or be on fire, either through his own negligence or his own fire, he shall be mulcted in the penalty of twenty-five guilders, to be appropriated as aforesaid."

In September of the same year, the proclamation was repeated. Eight years later, in February, 1656, the fire wardens were directed to establish such penalties for houses or chimneys being on fire "as shall be found to be among the customs of our Fatherland." Although "squirts," or syringes, were used in the Fatherland at that time to extinguish fires, it does not seem to have occurred to Director-General Stuyvesant or his council to provide New Amsterdam with anything more formidable than "fire-ladders, hooks, and buckets." In the latter part of 1659 the burgomasters were "authorized and ordained to either personally or by their treasurer promptly demand for every house, whether large or small, one beaver or eight guilders in seawaut, according to the established price," for the purpose of purchasing two hundred and fifty leather fire-buckets, and also to have some fire-ladders and fire-hooks made. In addition to this, the burgomasters were directed to exact for every chimney one guilder for the support and maintenance of the fire apparatus.

Seven years later, the British flag was floating over Fort Amsterdam; and the Duke of York, by the grant of his brother, King Charles II., was able to give his name to a city with a population of 1500 souls. In February, 1676, the Common Council ordered that some wells be made "for the public good of the city," and also, that persons having "any of the city's ladders, buckets, or hooks in their hands, or custody," forthwith deliver them to the mayor. Ten years later, the Common Council issued the following: "It is ordered that

every inhabitant within the city, whose dwelling-house has two chimneys, shall provide one bucket for its use, and every house having more than two hearths shall have two buckets." Every baker was to have three buckets and every brewer six, under penalty of 6s. for each bucket ordered. In January, 1689, Peter Adolph, Derek Vanderbrink, Derek Ten Eyk, Jacob Borlen, and Tobias Stoutenburgh were appointed "brent-masters," and fire-ladders, "with sufficient hooks thereto," were ordered made to serve upon occasions of fire. November 15, 1695, it was ordered that every dwelling in the city be provided with one or more buckets by New Year's Day. Tenants were directed to provide them for the houses they occupied, and deduct the cost from their rent.

The first mention of a fire-engine appears in the record of a meeting of the Common Council, November 18, 1730. A number of provisions concerning fires were enacted; and among the various desirable appliances for extinguishing fires is mentioned a fire-engine. May 6, in the following year, it was "resolved that this corporation do, with all convenient speed, procure two complete fire-engines, with suction and all materials thereunto belonging, for the public service, and that the sizes thereof be the fourth and sixth of Mr. Newsham's fire-engines." Richard Newsham was an English engineer, whose engine was then in successful operation in England. The mayor and aldermen—Cruger, Rutgers, and Roosevelt—were appointed a committee to "agree with some proper merchant or merchants to send to London for the same [engines] by the first conveyance, and report upon what terms the said fire-engines, etc., will be delivered to this corporation." The committee found that the engines could be imported at an advance of 120 per cent. on the invoice price, and they were ordered. The invoice price is not stated, but Fowke, a rival manufacturer, sold his engines at prices ranging from £14 to £60. The engines arrived in New York the latter part of November, and were the first ever seen in this country. They were stored in the City Hall, at the head of Coenties Slip, and two years later, Anthony Lamb was made Superintendent of Fire-Engines. His salary in 1735 was £12 per annum. In 1736 an engine-house was built "contiguous to the watch-house in the Broad



Fire-engine of 1730.

Street," and Jacobus Turk, a gunsmith, was directed to take charge of the engines and repair them at his own expense for a salary of £10. The next year Turk began work upon an engine, and the council voted him £10 to enable him to finish his machine. In the



Fire-engine of 1732.

same year the Legislature, upon the petition of the council, passed an act authorizing the appointment of twenty-four able-bodied men to serve as firemen and "work and play the engines." The firemen were probably the first ever appointed in America, and were exempt from serving as constables or militiamen. A dozen years later there were several engines in the city. One was sent up to Montgomery's Ward, and a house ordered built "in some part of Hanover Square" for one of the large engines.

In 1752, Mr. Turk was ordered to purchase six small speaking-trumpets for the corporation, and in 1758 four more engines were ordered from England. Jacobus Stoutenburgh succeeded Mr. Turk as Chief Engineer in 1761, and was given a salary of £30 per annum. Firemen were directed to wear leather caps while on duty, and in 1772 an engine was ordered for the use of the Out Ward, as that part of the island north of Canal Street was designated.

While it is possible that the citizens of Boston, inspired by their hatred of the British, made fire-engines about the time of the Revolution, it was not until some years after the war that their manufacture in this and other cities became general. The engines made in New York closely resembled those made by Newsham; while those manufactured in Philadelphia were more like the French and German machines. The early engines were carried either into or very close to the burning building. Water was forced from them through an immovable pipe projecting a few inches in the air. Subsequently a "goose-neck" was attached to this pipe, and it became possible to direct the stream. Then came hose in short sections, then riveted hose, and finally rubber. The Mechanics' Institute of this city offered in 1840 a gold medal for the best plan of a steam fire-engine. Mr. John Ericsson won the medal.



Another old-time fire-engine.



Attempts to do away with fire-engines by the use of bombs filled with chemicals destructive to fire have been made. Some of them have met with a good deal of success. In the early part of the eighteenth century Zachary Greyaal invented a device which consisted of a barrel filled with water, and containing a small iron or tin case filled with some explosive which would ignite when subjected to great heat. These barrels were tossed into fires, and burst, throwing the water in every direction.







## II.

**I** AM satisfied that there will be many, who read this book, who will object to it, because, forsooth, I did not devote more space to this "machine" or that "fire laddie," or because I did not say something interesting of somebody's friends. I am not writing this book to please any particular members of the "ancient and honored past," but to give a true and interesting sketch of incidents and characters of the Old Volunteer Fire Department.

It was only a few days ago that I stood on the corner of Ann Street and Broadway watching the steady stream of humanity passing to and fro, and my memory went back to many years ago when this identical locality was the most popular thoroughfare of the "fire laddies" of New York. The first I remember of the corner of Ann Street and Broadway,—for custom has settled the fact that Park Row ends on t'other corner,—Charles Del Vecchio, an Italian of considerable notoriety, occupied the corner as a looking-glass and picture-frame manufactory. It was the principal store of the kind in the city, and no one thought of purchasing a large plate of glass of any one except Del Vecchio. He was, at a certain time, a politician of some note, and hailed from the old sixth ward, and with Dr. Vache, Shirers Parker, John Foote, George D. Strong, and Clarkson Crolius, guided the democracy of the sixth ward.

Shortly after the rebuilding of the museum edifice, the basement of this corner was occupied by a colored man, whose name I fail to

recall at present, but who was as famed a cook and restaurant keeper as ever the celebrated Downing was, and commanded a fine custom. He was a tall, straight-backed chap, copper-colored. He was never lucky like black Downing, of Broad Street, and did not understand soft-soaping editors and other customers with the grace of that spoiled lot of colored men.

The next I remember of the corner was when Cerzito la Cippriani, or, as he was familiarly known, Cippriana Shenola, kept a handsome confectionery with a bar and soda-water counter in the rear. It was a famed resort for the few Italians who at that time resided or did business in the city. At 11 A.M. you would be sure to find, going it like a cage full of parrots, Del Vecchio, Attinelli, Frank Monterrede, and Palmo. The latter kept the most elegant saloon in the city, located on the corner of Reade Street and Broadway,—in fact, the very building from which the celebrated Bonafanti committed suicide by jumping from one of the windows,—directly opposite where “French Henry” kept his confectionery establishment, with a back room attached, where you and your sweetheart could enjoy your ice cream and punch at any time of night, if it came before two in the morning. You could, also, at Cippriani’s, find Wooldridge, who once kept the “Grey Eagle” tavern in Water Street, when old Fly Market was the pride and fashion of our little city,—say about the year 1816,—whose patrons were Colonel Hunter, Sandy Judd, Theo. H. Smith, Gilbert Haight, etc., nearly seventy years ago. Wooldridge opened the first eating saloon of note on Broadway, and sold his establishment to John Florence. At one time he had the largest establishment of the kind in the city; it was three hundred feet in length, and ran through from Chambers Street to Reade. This magnificent saloon was patronized by the first gentlemen of the city. Its location was under the old City Bath, next to the Arcade Bath, both of which were owned and occupied by Stoppani. It was a famed resort for the opposition members of the Fire Department who sustained the fortunes of John Riker and Ned Hoffmire, against Gulick and his friends. Frequently have I seen Price, Swartout, Phoenix, and other notables engaged in a game of whist at Wooldridge’s Arcade Bath restaurant.

Pussidue, the barber, who kept shop near Windusts, would find time to leave his home and razors to have his morning chat with the

Italians at Cippriani's. Then there was Salvador Chapple and a half dozen other lovers of beef bouillon, daub, and macaroni.

The old museum corner became still more noted when Sandy Welch opened his famed terrapin lunch in the basement of the museum building. All the epicures of turtle soup divided themselves off in two parties as to the superior make of soup made by Sandy, or that served by Pete Bayard at his Battery retreat. The terrapin fever dying out, Sandy's extreme attention to Whig politics and frequent absence from lunch set a tide of good customers elsewhere for their dainties. The gout or some other complaint forced the world-renowned caterer, Sandy Welch, to stay at home, and he soon called back many of his old patrons. He then did an immense trade

in selling real Heidsieck and other celebrated brands of champagne by the glass, which had an immense run.

The museum corner was famous for holding within its marble embrace the greatest institution for shaving the public out of its own in the city. The most barefaced transactions were performed with impunity. Men were cupped or soft-soaped out of their money by hundreds daily, and yet it was tolerated. The papers, at this time, puffed and gave notoriety to it until at last the head of this concern



St. Paul's Church.

—Sam Grant, the barber—was driven, for causes best known to himself, to seek the golden shores of California, to better himself and lead a different life. Little did James Gordon Bennett, at the time he put himself under Sam Grant's hands for his tonsorial performance, dream that he would, in 1865, purchase for the sum of nearly three-quarters of a million of dollars the little plot of ground, 50 by 100 feet, upon which he was then paying his sixpence for a shave, its vaults to-day undermining Broadway until they come in contact with those of St. Paul's Church, wherein lie the ashes of men like Emmet, Montgomery, and Cooke, whose deeds have been chronicled and printed in the pages of history already.

I remember after Barnum's was burned the opinions that were expressed concerning the showman and the chances of his ever recovering from the loss of the fire. It was suggested at the time that the Central Park Commissioners should make him custodian over all their wild beasts, birds, and reptiles. It was even urged that, as the great showman was such a heavy loser by the fire, that the Commissioners should take him in their employ and make him a second Noah—give him a commission, with a large salary, to travel the world over in search of strange things. The veteran was wont to laugh at all these suggestions, and closing one eye significantly, would observe: "Give me a little time, boys. I'll land on my feet again." It is unnecessary to say the old man made good his words.

Our city has had in its time many notorious places, spots, and corners, on which have congregated its blackguards, rowdies, vagabonds—well dressed, fashionably and unfashionably—like Park Row, with its gamblers and sporting men; the Bowery, with its thimble-riggers and sweat-players; Five Points, with its thugs and thieves; Chapel Street, with its pocket-book droppers, fancy men, and idlers. It was after the burning of the museum that the gangs made favorites of certain corners of streets.

Ann Street—on the museum corner of it—once was the resort of Fourteen's laddies on evenings, where they would sit and chat while waiting and watching for an alarm, making it barely possible for an uptown friend—Five's, Twenty's, or Twenty-one's—to sneak by with a still alarm. When bunk rooms came into fashion, they quit the old spots and sought fresh quarters in other places.

Then came the watch stuffers, headed by Dandy Ford and others, whose names I well remember; but to give them here would do neither them nor me any good; so with the hope that they have seen the error of their ways, and, if alive, have taken to honest ways to live, I shall say no more. The reason why such characters were drawn to that vicinity was, that near by was that notorious gambling-house known as "Tappe Franc," at which resorted small-fry sports in great numbers, many of whom, when broke, would fly out to Broadway or Park Row, drop a book or stuff a watch to the tune of \$25, \$50, or \$100, fly back again to the "Tappe Franc," open a snap or play against one until broke again. The old building called the Tappe Franc, in 1846 or '47, was previously a famed billiard-

room, holding one table. I believe that more money was lost and won on that one table than any dozen now in use.

While I think of it, I don't see so many gambling advertisements for billiards as there were many years ago.

The museum vicinity was, in the olden time, famous for its Decker oyster-house—for Windust's private entrance; but more so for Sweeny's eating-house, where dined, breakfasted and supped the great Empire Club, when the bold Captain Rynders steered them to victory at the polls and fisticuffs at fires. Theatre Alley ended, as it does now, in Ann Street, through which great actors like Keane, Cooke, Macready, Kimball, Wallack, Forrest, Powers, Reeve, Anderson, the Woods, Celeste, Ellen Tree, Fanny Kemble, Mrs. Mowatt, Fanny Jarman, Mathews (old and young), Vestris, Garcia, Hilson, Barnes, Blake, Wheatley, Poverly, Richings, Placide, and Fisher made their exits and entrances to and from the rear door of the old Park Theatre.

The museum corner, an hour before the fire fiend took the building in its warm embrace, only to relinquish it that it might totter, fall, and crumble into ruins, was the standing-place for all kinds of cheats and robbers. There you might find the Jew and other pickers-up for jewelers, tailors, hatters, steam-boats, railroads, etc., etc., all on the watch for stray countrymen, strangers, and other green and unwary travelers. It used to give me considerable amusement to stand and watch these fellows at their work, industrious as bees laden with golden honey; worthless, good-for-nothing fellows, yet rewarded as though working legitimately.



Engine No. 5, "Honey-Bee."





### III.

**W**HEN the age of heroism is spoken of, how many involuntarily go back into the dim past,—to the days of chivalry and knighthood, and all that sort of thing, set in golden light, as those days are, by the romancist and the poet! And yet, I am not of those who believe that the race is retrograding; that it has seen its best days; that its heroes are underground; that I can never hope for anything one-half so good as that which some people choose to call “the good old times.” I am not of those, I say, who believe this of the race. I believe, on the contrary, that to-day is a great deal better than yesterday, and that the crowning of to-day will be surpassed by the achievements of to-morrow. This is not orthodox, I know,—rather, I should say, it is far from being the faith of many of that school, who will persist in overlooking the real progress of the race, as well as those grand prophecies which tell of a day when righteousness shall cover the earth as the waters cover the channels of the great deep. I need not dwell upon this, but I choose to say again that I believe, as Horace Greeley once said, “progress is the law of the race”; after saying which there comes in a good chance to say again, that the days of the old volunteer system held as many real heroes as any day whose beams ever baptized the earth,—yes, more of them, I firmly believe.

I believe in the great common tides of life around us. I believe—know, in fact—that I have brushed against and continue to brush against as great heroes on our sidewalks every day, as ever Homer





Chief Decker, as he looked in 1863.

sang and puffed. Here are Ajax and Agamemnon and Achilles, and so on, only, dear readers, you probably know them under the name of Smith or Brown or Rogers, out in the country. In the furrows, or "lifting up our axes against the thick trees," are just such men, such heroes. Some of them you will never hear from, doubtless because there will be no chance. Headley, among the comparatively few good things he has said, has this, that "circumstances make men, and men in return make circumstances." Some men don't get into the groove of right circumstances. Gray, in that incomparable elegy of his on a country churchyard, tells us all about it in "The mute, inglorious Miltons,"—the men who die with all the music in their throats,—*"The Cromwells, guiltless of their country's blood,"* and the rest. It is about as he says, in this:

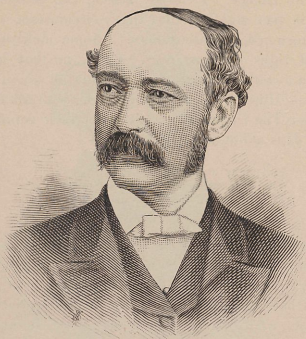
"Full many a gem of purest ray serene  
The dark, unfathomed caves of ocean bear;  
Full many a flower is born to blush unseen,  
And waste its sweetness on the desert air."

Those gems and flowers are scattered over earth with a lavish profusion. You may not quite agree with all this, but you will concede that the theory, well held to, is a great comfort.

Now, what have they finer in the line of heroes out there in the dim, foggy past; what have they finer than those heroes of ours in the Old Department. You haven't heard of it, you say? Well, there it is; we look right over the heads of our own heroes, and continually pat those others on the back. That is the reason I have given such a long introduction to the story of those men who fought fire in the olden time. For I ought, it seems to me, to turn over a new leaf. And yet, come to think of it, it takes years, sometimes generations and generations, for men to see the real quality of that done by the best workmen. I think it very likely that many of the neighbors of Phidias sneered at him in pretty much the same way in which we sneer at the work of Smith to-day. So it will be with the tallest of our moral heroes. Well, it isn't pleasant, but it gives philosophy, doesn't it?

Those men at the fire did things exactly of the nature of that olden work of which I have been talking. What can be more heroic than this, say? They stood in the smoke and flame and fierce heat of burning rooms, and worked up to the very edge of the

limits of endurance. Learning that life was imperiled, if indeed not actually lost, they stood and worked there with axes and hose, where it was barely possible to support life more than a minute or two; they worked there, one after another, until thoroughly exhausted and drawn back by comrades; one after another exhausted



Martin B. Brown.

in that stifling heat, and one after another periodically taking the places of the ones hauled back. Their work was in great part unavailing, it is true, but they had been called too late; but there are none who saw those men who did not call them heroes. And our Old Fire Department contained many such heroes.

This is only one instance of the noble daring that on all occasions, but never so much as when human life was at stake, characterized the New York fireman. He received for this duty nothing from the city, and, as his part of the compensation, lived, as it were, at his post in the engine-house. The tap of the fire-bell scarcely ceased its echoes before he was dashing forward to the place of danger. It might have been in the deep gloom of the night, or in the midst of the pelting storm, but these were as nothing compared with that high and noble aspiration which sprung from a perfect *esprit de corps*,

and the pride of character which from time immemorial has marked the true fireman while engaged in the performance of his work.

How many hundreds of cases are there in which the fireman has risked his life and rescued men, women, and children from impending destruction, the record of which has never reached the public ear? And how few, except the mere bystanders and observers, appreciate their deeds of heroism,—deeds that vie in daring with any which are seen upon the field of battle. Even many of the incidents that I am about to relate come to me by accident; but they bring with them so many associations, that as a compiler of facts I cannot refrain from paying that tribute to the New York fireman which has been so long and well deserved.

In my search among some old and quaint papers relative to the old-time department, I came across many very interesting incidents. I found that in 1802 the following rules, orders, and directions were strictly enforced in the various fire-companies of the city:

*First,* You are to wash and play your engine once every month, as long as the season of the year will permit; and if any fireman is not present when the list is called, he shall pay for every such default one shilling.

*Secondly,* If any fireman does not appear at his engine before it is brought to the place of playing, he shall pay for every such default two shillings.

*Thirdly,* If the engine is played out before he appears at the place of playing, or does not appear at all, he shall pay for every such default four shillings.

*Fourthly,* You are to repair, with the first notice of fire, to your respective engine-house, take your engine and other materials to such fire, there place the same and play the same as you shall be directed by the mayor, recorder, alderman, engineers, or foreman; and be sure that that man who takes pipe or leader does not stir from said engine, under penalty of four shillings for every such default.

*Fifthly,* After such fire is extinguished, that no fireman absent himself before the said engine and materials belonging thereto are brought to their place; well washed and cleaned before they are put up. Any fireman neglecting his duty in such case shall pay for every such default four shillings.

*Sixthly,* If any fireman absent himself before he is discharged by one of the engineers, or his foreman, of said engine, shall pay for every such default six shillings.



Harry Howard.

*Seventhly*, If any fireman has notice of fire, and hearing by the way of such fire being out, and not coming to his engine-house to see all things put up in order again, shall pay for every such default six shillings.

*Eighthly*, Any fireman knowing of chimneys being on fire, or is told it by others, and not acquainting his foreman of the name and place within twenty-four hours after he has knowledge of the same, shall pay for every such default ten shillings.

*Ninthly*, Any foreman being acquainted of such chimneys being on fire by any of his men, or by any other person, or have it from his own knowledge, and not acquainting the person properly authorized to collect the same within twenty-four hours after his having such knowledge, shall pay for every such default fifteen shillings.

*Tenthly*, That no excuse be taken for a man's non-attendance to the before-mentioned articles, except confinement by sickness or some other misfortune, or death in a man's family, so as to make it indecent for him to attend.

*Lastly*, That any fireman neglecting his duty three times successively, unless confinement as before-mentioned should prevent



him, shall be struck off the list, and another able-bodied man put in his place.

The above, it is true, is rather crude in its rhetoric, and in some instances susceptible of different interpretations to the educated mind, but it is my honest belief that every fireman at the time I speak of had but one interpretation of these rules, and knowing his duty, did it conscientiously. There was no sentimentality with the old-time fireman. Where his duty led him, there he went; and when honest motives prompted him, he acted accordingly. Continuing my search through these valuable old relics, I discovered an old and handsome painting of Chanfrau in his character of Mose, and the sight of it recalled old memories. Chanfrau is associated with my earliest remembrance of the stage. I remember his red shirt, his fireman's hat with its high inscribed ensign in front advertising the number of the machine with which he ran, and its prodigious rear extension of brim; his soap-lock, his trousers in his boots, and his brass speaking-trumpet, quite distinctly, although it is many years since I have seen them. Indeed, the character with which he was early identified and in which he laid the foundation of his fame became obsolete more than a score of years ago. It was the old New York "b'hoy," full of pluck, vulgarity, and generosity, always ready for a fight with friend or foe, which Chanfrau's Mose typified; not the low ruffian into which that spirited type has since degenerated, and which can be found among the various "gangs" which unfortunately infest New York and other cities of the Union. Mose was a coarse creature with an abominable dialect, always ready to lam or break the jaw of any member of the other company, or anybody else, impartially, and had other habits of speech and conduct unfitting him for refined society; but he would plunge into a burning house and bring out in his arms helpless women and children, and stand on the top of a ladder, with the flames all around him, enacting exploits of the most prodigious peril and valor; and the people loved him and went to see him, thronging the theater whenever he appeared. Chanfrau carried the play with him throughout the country, showing other communities exactly what the New York fire-boy was like, and procuring for his vanishing type a transitory recognition and a sentiment of kindly regard which Bret Harte's sketches procure for the roughs of the frontier mining camps.



That cleanliness was one of the virtues of the old-time fireman, particularly as regards his respective engine, is illustrated in the following, taken from the minutes of old 21 engine, which at the time was located in Gold Street: "May 7, 1810. 6 o'clock, met to wash; absent, Dixon, Ely, and Lowing. It appeared that the committee for the present month, viz., Frost, Dixon, and Colgate, had not attended to their duty, but had allowed the engine to remain in a dirty condition since the fire of 30, April." Dixon, Frost, and Colgate were accordingly fined; and as this is the last occasion of their being fined during the year, it is but fair to presume that they were not again found guilty of leaving the "machine" unwashed. In another entry in the minutes of this company, I found the following: "Wm. A. Baker reports Mr. Crosthwaite for saying 'damn the odds.' The secretary reports Mr. Wm. A. Baker for saying to John E. Norris (during an altercation between the two): 'You be damned, you damned old Dutch Hog.'" Surely, when such conduct in firemen was considered sufficiently reprehensible to be complained of at their meetings, the moral tendencies of the old laddies were really good and commendable.

I met my friend Mr. Michael Crane, the well-known electrotyper, and at one time a member of old 21 engine, at the Astor House recently, and while we sat talking of the old days of the Department, and the qualities of an excellent joint, I could not help observing the amount of good common sense he displayed in discussing various topics connected with the Old Volunteer Fire Department of this city.

Said he: "When I look back in memory to the days of the Old Department, I cannot help thinking that there must have been an indescribable charm about doing fire-duty voluntarily. To the present generation, this statement would seem inconsistent when I state wherein lay this charm. The charm of running to fires consisted, first, of the excitement of dragging a heavy engine or light hose-carriage whenever there was an alarm of fire; of racing with other companies; of puffing and perspiring; of dropping in the streets from sheer exhaustion; of getting besmeared with mud in winter, and greasy from perspiration in summer; of the chances of being run over or maimed or killed; of spoiling your clothes, which could be replaced, or destroying your health, which could not be

restored. Secondly, the charm consisted of getting a pipe on the fire, and being allowed the privilege of squirting water through a window from the street; of standing on a ladder, with the water running down into your boots, your knees trembling, and your teeth beating the long roll against each other; of being inside the building, blinded with smoke, and feeling your way lest you drop through a trap-door or some other contrivance to create a vacancy in your company; of plodding home, wet and exhausted, to wash hose and go to bed; of having the privilege of being stoned or fired at by some of your brother firemen, because an ambitious member of your company boasted in a bar-room that he could 'wax' any member of some other company; of serving honestly four years and eleven months, and then having your company disbanded as a warning to other companies.

"Here was the charm to the fireman who did his duty. There were others who found great amusement in belonging to the Fire Department. They generally belonged to hose companies, and had nice young men for associates. They paid their fines, turned out to half the fires,

helped drag the hose-carriage for a few blocks, got on the rope coming home, answered to their names, and then went home, flattering themselves that none were so brave and none so heroic as the members of the 'Do-Nothing and Blow-Much Hose Company,' and dreamed of the time when their names would appear as officers of the Fire Department.

"It was the latter class who generally held the places of honor in the Department. Their duty was of the blow-and-brag kind, making up for the labor they had allowed others to do for them, by windy orations on the benefits of the firemen to the city. It was this



Michael Crane.

class who shrieked loudest for the perpetuation of the Old Department. It was this class who was benefited by it, for, by their connection with the Department, they had a chance of becoming known, and to thrust themselves forward whenever an opportunity offered for a legislative or a well-paying position.

"There were other firemen who were firm in their adherence to the volunteer system, because they had an easy means of livelihood, with a fair prospect of keeping it. They took care of the crumbs that fell to the firemen, dividing them among a clique that had for a long time managed to keep at the head of the organization. When the Department had over four thousand men, there were less than five hundred who did the lion's share of the work, while those who did the least got the most credit, the fattest offices, and most money. Merit for fire-duty was the work at one time for which men were exalted. 'Chin music,' as the bunkers called it, finally superseded merit, and meritorious firemen, so to speak, 'got left.' As to the rights of the firemen, there were two versions. The drones and leeches would tell you that they consisted in holding fat sinecures, and the power of dispensing favors to their friends. The working firemen would tell you that their rights consisted in watching for fires; in sleeping in the engine-house, that they might always be on hand; to turn out at all hours, and drag a heavy apparatus through the mud; and to stand freezing or roasting, holding a pipe; to sit all the next day around a stove in the engine-house, too tired to work from the labors of the night previous; and to do this day after day, until they had become really old young men, who sought excitement in fire-duty, and received for it anything but the praises of the community.

"If meritorious firemen saved a warehouse or a store, who got the credit of it? Some might think the firemen did, but how seldom was it that even they whose property was saved even thought of the men whose hard work was their gain. Even if a citizen chanced to be one of the kind who never permitted a favor to go unrewarded, he would never know to whom he was obligated. If he inquired for the fireman who was particularly instrumental in saving his property from the ravages of the fire-fiend, he would be referred to some old drone of a trustee who had forgotten even how a fireman looked, or to the treasurer who never got a wet coat at a fire nor

served his time as a fireman. These fellows would rub their heads together and dole out 'taffy' by the yard, to draw out a check for a few hundred; while the men who really were deserving would be sitting drying their fire-boots or coats, calculating where their next week's board was to come from.

"But let me change the conversation to talk of 'Goose-necks,' 'Tail Screws,' and 'Back and Leather Jackets,' which were so much the pride of the New York firemen. In Elm Street, directly oppo-



Engine No. 29, "Rooster."

site the 'Ivy Green,' stood the Corporation Yard; it occupied the whole block bounded by Leonard, Centre, Franklin, and Elm streets; in fact, the Tombs, with its many cells containing murderers, burglars, and outcasts of all shades and sizes, now fills the space once

occupied by the Corporation Yard, in which our city built and repaired its fire-engines.

"Speaking of old-time fire-engines reminds me of an incident connected with old 21. Van Ness built a new engine for the company, with Carson's patent capstan. She was one of the old-fashioned goose-neck, low-wheeled engines, and a very good one. Comptroller Brennan was foreman at the time, and, after the engine was built, he thought he would like a double-deck engine, and ordered Smith to build one. Carson, who was chief at the time, was highly indignant. He would not listen to the proposition for a moment, and swore the company should have his patent capstan or none. The comptroller thought different.

"When the goose-neck was finished, they brought her down to Riley's pole. Carson was not present, and the men worked with a will; she threw well over the pole, about one hundred and fifty feet in height. Next day down came the chief to see the engine work. The same crowd were on hand and the same officer in command. The men worked seemingly just as hard, but it was no use; she did not or could not be made to throw sixty feet. The men halloed, worked, and perspired. The officers kept them at it, but the engine wouldn't do the work again, and she was taken away and given to No. 51. Soon after this Smith finished the new engine. 'Who do you think will pay for this?' said Carson to the builder one morning. 'Mr. Brennan ordered it,' was the answer. 'Well, let me see you



get paid for it.' One evening, when the Board of Aldermen were in session, both Carson and the comptroller were present. A resolution came up to pay for the engine. Carson was astonished. He went around to the different members, whispering to them. But while he was talking the resolution passed. 'Now,' said he to the comptroller, 'let me see you get it through the Board of Assistant Aldermen.' 'You just wait a little while, and I'll oblige you,' was the reply. And, strange to say, while the chief and the foreman of No. 21 were talking in this strange manner, somebody had taken the resolution to the other Board, and had it passed, and it was subsequently signed by the mayor.

"The firemen of thirty years ago will remember with what pleasure they would walk up to the yard to see if their engine had been sent for, if she was done, or to leave word at the hose-shop that they had a couple of lengths bursted, or to get their rations of oil and lamp-wick, being perhaps members of the cleaning committee. They will also remember how they would at least once a week travel to the yard to see how 'Big Woolsey' was getting along with their new engine. How they would ask him all sorts of questions—when he thought he would have her finished; how if he said one month, it would be nearer six; how they would take him and his men over to the corner to treat them; how the men would wink at one another while they swallowed their genuine drink, as if to say, 'Them youngsters will treat us often while we are building their engine.' And so they would, thinking they were advancing their cause or getting some extra work on her by their liberality. How often they tried to get Woolsey to put seven-inch cylinders into their engine, instead of six and three-quarters! I believe there were only two engines with seven-inch bore—and a quarter of an inch was some when it came to work in a line or from a dock.

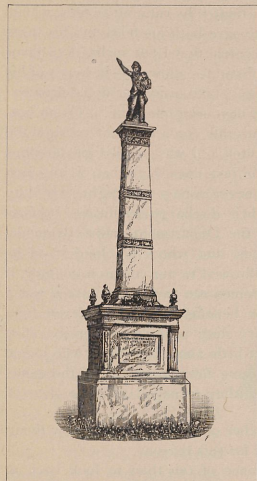
"But I have said my say of the old New York fire laddie. If more is desired concerning these noble fellows, walk with me to Greenwood, and I will point to you a tall marble monument that marks the grave of many of the fallen heroes.

"I need not tell you of their deeds, nor name the battles they fought, for the cap, torch, and trumpet, cut upon the solid stone, speaks it the grave of 'New York Firemen,' killed while on duty,

burned to a crisp, their remains so charred that neither parent nor wife could recognize the loved features that left them in health scarce an hour before; even their little children, oftentimes many, when brought to the coffin-side to say farewell or good-bye, would shudder, draw back, and ask the weeping eyes of friends, 'Is this father?'

"The work whereat they found their death was not one performed for wages; nor was their time of labor marked from sun to sun, or from certain hours; nor, when on duty, did the storm drive them to shelter, or rude blast or winter's cold give them rest when fire raged either in or around the hovel of the poor or tall warehouse of the rich.

"Their motto was to save—first, the interests of the many rich corporations that by degrees grew powerful, and who thrived and flourished upon their sweat and labor until they grew strong enough to strike a blow so deadly in its aim that the pride of our city firemen was crushed out,



Firemen's Monument, Greenwood Cemetery.

and paid firemen hired to obey many salaried officials as to how and when they should work. The pride of a fireman was legislated away, and in its stead was put wages—by hour, day, week or month."

I have met those dudes of the Old Department of whom my friend Crane speaks. It is only recently that I met one of them in



the City Hall Park. I remember meeting this fellow one day in 1863, and on that occasion he came to ask me my opinion on the exempt question, as he had been drafted, and was in terrible anxiety lest he should be quartered in some of the military hospitals. His fear of the life of a soldier, and the high price he placed on the services he had already rendered the country by running to fires, which, by the way, he thought sufficient to save both his body and his three hundred dollars, appeared so ludicrous, that I felt inclined to favor a draft among the firemen,—no substitutes allowed,—in hopes of his not getting clear. "What," said he, "take away our noble firemen! Leave the city to fall a prey to the devouring element! 'Tis an outrage, and the mayor should not hesitate for a moment to sign the ordinance paying for their substitutes." I was at all times anxious and desirous of giving them their just dues, but when I saw men like the ones I speak of, who had never done a real night's fire-duty in their lives, but who paid for their discharge-certificates by fines and dues, and whose profits from the Department, indirectly made, could be counted by the thousands, and who cried loudest to be exempted from a duty which we all owed to our common country, it actually made me blush. Real firemen ran to fires because it was a pleasure to them. As regards the benefits they might derive from being firemen, in the way of jury duty or military service, they seldom thought of it and cared but little about it. They who joined to escape other service never became firemen worthy of the name, and as they joined to avoid a duty, they managed to steer clear of the hard work.

I believe that there are a number of exempt firemen now living who became so by this means and for this reason.

I do not want any better evidence of this than to look back at the work done at fires in years gone by. How few there were who ever got a wet coat, and how many there were who considered their duty done when they stood on a corner waiting until the real firemen got the work of many hands done, that they might walk home on the rope and answer to their names. That the Fire Department would have been better off without those men, every bold laddie will admit, even though he voted to retain them in his company, for the pecuniary aid they afforded. In the days of the draft, the class of which I speak were full of admiration for the noble firemen. While

singing the praises of the Department, they were chanting their own way out of the army, and would, I suppose, sing themselves out of paying their three hundred dollars. Then they saw beauties in the firemen that before were unknown. They saw the glories of the institution, and took care to let the world know that they were of the same stamp. Some of them who never had the smell of hose-leather on their hands, were such rabid firemen that the member of old 33 engine, whom old Dick Kimmens used to tell about, was as mild as milk alongside of them.

This laddie of 33 *was* a fireman. He had caught cold, and was on that long journey to the other land, going down the road of consumption, whose finger-board pointed to the grave. On the day when the Old House of Refuge was burned, many, many years ago, this old laddie complained of feeling very bad.

Late on the same afternoon, one of his chums came and sat silently by his bedside. A low cough came from the sufferer. The friend turned toward him, saying, "Oh, Jake! could I but be in your place this moment, it would be happiness to what I now suffer." The sick man turned toward him and asked the cause. "Jake," said he, while he could scarcely speak from his heavy sobbing, "Jake, the engine got washed to-day." The sick man raised himself in bed, and exerted himself for a grand effort: "Dick, who washed her?" "Twelve Engine." "Then let me die! I envy not your hold on life!" and, as the story goes, he passed away with the honor of the engine. Noble hearts used to beat under red shirts in the olden times.

The allotted term of life for the average fireman of the olden time was, as a rule, very short. When the old organization was



John Brice.

in existence, I could point to hundreds, in and out of the Department, who had worn themselves out with excitement, fatigue, and exposure. While young and in good health, they stopped at nothing to carry out their ideas of good fire-duty; and the result was that



Martin J. Keese.

in a few years they became worn out in the service, and at last became confirmed consumptives, and dropped away, forgotten, except by the few who worked with them, and their immediate relatives. I know of many instances where one night's excessive work at fire laid the victim on his bed never to rise without help; and many cases where they kept it for years, and when hardly able to attend the business by which they gained their livelihood, they took the same risks by exposure as

when in good health. I need only point out two cases, fresh upon the minds of every member of the Fire Department as an evidence, viz.: Engineers Hackett and Donovan, both of whom were undoubtedly killed by fire-duty.

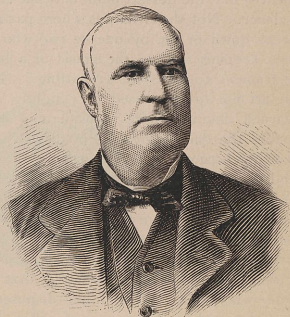
I have known both of these men to be at work wet through the whole night, when they should have been under the doctor's hands and in charge of nurses. Yet the fire-spirit was so strong that it overcame even the desire for life itself. There were at times two or three men in the Board of Engineers who were unfit, physically, for fire-duty; yet they took the same risks and underwent the same exposure as if they were not human beings, and had not constitutions that could easily be worn out. Fancy a man turning out from a warm bed and rushing to a fire. In he went to see how things looked in the building, and when he again made his appearance he was as wet as if he had been an hour under water. Soon after he became scorched with the heat, then his clothes were frozen, and in

this manner he often spent the whole night. With the members of the different companies who worked at the pipes it was even worse. They stood it in a blinding smoke, with their faces sometimes roasting and their boots continually filled with water.

The leakage from the pipe running down their arms and over their bodies, even to join with that already in their boots. When these men got to their houses they seldom had a complete change of clothing, and after a partial drying at the stove they were again resumed, and during the whole day they dried on their bodies. This is no fancy picture, it is a fact, and could be seen every day after a night fire. As a general thing, the firemen who were most ambitious to have the worst place were those who in point of means could least stand it. They were generally workingmen or townsmen who were satisfied with one suit of fine clothes. The "quills" whom you saw with a fine fire-coat and an extra pair of pants hanging in the locker, were not the ones who did the hardest and worst work, although their voices were heard louder in caucuses and representative meetings; their greetings to chowder-parties and songs at the merry meetings at fire-parties, their "yelps" in running, when they were either chased by or chasing another company, was about all they did in the way of fire-duty, leaving the wet work to the actual workers.

Speaking of chowder-parties, I strike a very time-honored institution of the Old Volunteer Department. These gatherings were as different as the quality of the chowder served on the occasion.

In some cases they invited such companies as they considered "friends," and often gave an invitation to the whole district. These



Nelson D. Thayer.



chowder-parties were occasions where all went in for real enjoyment, no speeches being allowed. Every member of the company exerted himself to please those whom they considered guests. The fare consisted of clam and oyster chowder, with coffee or beer as a fluid. No objection was made to smoking clay pipes and meerschauts, fifty-cent cigars and pasters,—all were admitted, and helped to purify the atmosphere and drive away the aroma from the newly slushed hose. The cooks were generally members of the company who had a taste for the work. Making chowder was an art confined to but few. I doubt if Delmonico understood it half so well as did some of our old firemen.

I do not exactly know how chowder is made, having reserved my judgment to its taste. In this I back myself against any living man. I know it is composed of clams, oysters, potatoes, pork, hard biscuit, and something else. I know that it has to be cooked, and that it is eaten hot—that it tastes well with coffee or beer as an accompaniment—that the dessert of an old-time chowder-party was a song or a dance. Not those dances where partners are taken, but a square break-down or jig, by one or two who knew how to handle their feet, keeping time to the music of a banjo, or in absence of that instrument, to somebody's "patting." This "patting" was of itself an art not to be passed over lightly. I never tried it, but have learned that it requires considerable skill, and that a false "pat" makes the dancer give up in disgust. With the banjo, however, dancing became more interesting—the performer worked his heels and toes with a better spirit, his body kept better time, his countenance looked pleasanter even through the rills of perspiration which made their way down his face, his hands also kept time to the music better, and it was altogether more enjoyable.

Some of those dancers at chowder-parties were no mean artists. I didn't dance myself particularly, that I can recollect; but I knew some who could. When I had disposed of half a dozen plates of chowder, and as many cups of coffee, I felt that reclining quietly on a bench or in an arm-chair suited me better.

From this position I could follow the steps of the dancer with satisfaction. It often occurred to my depleted imagination on such occasions that the man who could dance half an hour on a stretch, shaking himself up in such a very rapid manner, must be an artist

—for how could one of the coarser make of mankind so stir up a gallon of chowder and coffee mixed without foaming over like a beer-cask? Still they did it, and without any apparent ill effect.

Dancing was not the only amusement at chowder-parties. On those occasions the funny men of the company and from the guests helped to amuse the crowd. Sometimes very nice songs were warbled out. Amusing stories were told, but no speeches, unless it be on an extraordinary occasion and some of the trustees were invited. These old chaps had but one subject to talk about, and they generally took a chance at chowders to show their disinterestedness.







#### IV.

**W**HAT hath not Time wrought? Could the enterprising navigator of the Hudson revisit the scenes of his discoveries, would he not exclaim, "Where is Mannahata?" Could the burgomasters and schepens of a former dynasty again tread the soil over which their jurisdiction once extended, would they not exclaim, "Where is Nieuw Amsterdam?" And yet two centuries have scarce elapsed since the former pointed out the location, and the latter directed the progress of the infant state. Two centuries have sufficed to convert a settlement of a few trading-houses into a metropolis equaled in size or commercial importance by few in the world. Where the Indian paddled his light canoe, now floats the gigantic battle-ship; the shores that received the contents of the fishing-weirs are now lined with the vehicles of commerce; the solitary foot-path that wound through the forest has disappeared, and in the wide avenues are seen the busy crowds; where the sacrifices of a superstitious religion were offered, the spires of Christian sanctuaries now point to heaven.

Society in New York has many phases; it is cosmopolitan—an amalgam, composed of all imaginable varieties and shades of character. It is a confluence of many streams, whose waters are ever turbid and confused in their rushing to this great vortex. What incongruous elements are here commingled,—the rude and the refined, the sordid and the self-sacrificing, the religious and the profane, the learned and the illiterate, the affluent and the destitute,

the thinker and the doer, the virtuous and the ignoble, the young and the aged—all nations, dialects and sympathies—all habits, manners and customs of the civilized globe.

City life everywhere presents protean aspects; I propose to take a glance at some of its more striking features, notwithstanding the mixed multitudes that are incessantly thronging its various avenues. There are yet certain localities that exhibit distinct characteristics. Life in Wall Street presents an epitomized view of its mercantile phase. Here are its banks, its money exchanges, and their great place of rendezvous, the Stock Exchange, beneath the dome of which many mighty projects have had their birth. Here have been concocted vast schemes of commercial enterprise, and here, too, have originated many noble acts of public benefaction.

The denizens of New York are such utilitarians that they have sacrificed to the shrine of Mammon almost every relic of the olden time. The feeling of veneration for the past, so characteristic of the cities of the Old World, is lamentably deficient among the people of the New. Still, as there are some who may take an interest in knowing even the sites of memorable historic places of the city, I will briefly refer to some of them as I go along. To those among the living whose energy has contributed to the prosperity of New York, the rank she holds as an emporium of the world must be gratifying. But her future prospects are no less interesting to her sons; and often the eager inquiry arises, Will this unparalleled rapidity of progress continue?

Such was the train of thought into which I had fallen one afternoon a short time ago as I leisurely wandered up Nassau Street, to its junction with Chatham Street and thence into the Bowery,—a place where b'hoys innumerable and shop-girls of the period seem always supremely happy by that ignorance which tells them there is



Old Post-Office.

bliss in the Bowery,—before I recalled the fact that I had passed one of the most time-honored and popular sites that lower New York can boast of. I refer to the site of the old Chatham Theater, erected in 1824. The building referred to is just above Roosevelt Street, and extends nearly half of the block. When the old Chatham Theater was in the height of its popularity, Tom Flynn and Charley Thorn were its owners. Flynn was one of the best of the old-school actors, and the most successful Irish comedian that ever stepped upon a stage. He was a heavy drinker, though he managed always to promptly attend to business and play his parts without a blemish. It was along in the early forties that a crusade against rum was organized in this city, and the movement was known as the “Washingtonian Battery against Rum.” Though organized and for a time confined entirely to doing good in this city, the work gradually spread itself throughout the whole country, and no temperance movement ever before or since met with such enthusiastic success. Entire engine companies in this city were known to sign the pledge in a body, and beautiful silk banners were presented to each company when they joined the crusade. The only banner now in existence, I believe, is in the possession and under the care of Mr. Luke Grimes of this city. It was during the excitement consequent upon these meetings that it was suggested that the old Chatham be secured for revival meetings.

“I have been seriously thinking over this tippling business,” said Flynn to the committee who waited upon him, “and I cannot fail noticing the great good which this temperance revival is causing among thousands in this city. Its good effects have reached even so rum-soaked a sinner as myself, and I am desirous of doing something for the cause. You can not only have the theater on certain occasions for meetings, but I will address the first gathering that is called together there under the auspices of the Washingtonians.”

When the announcement was made public that Tom Flynn was to address a temperance meeting, it created the greatest surprise and wide-spread comment. The day, or rather afternoon, finally arrived when the great actor was to renounce rum and tell his audience the reason why. The theater was packed from pit to dome, the very aisles being jammed almost to suffocation with solid humanity. The

stage was set with a scene from the "Drunkard's Home," and near the footlights was placed a table, upon which rested a half-filled glass pitcher and a tumbler. At the appointed hour Flynn, wreathed in his most genial smile, came upon the stage, and the thunder of applause which greeted him never awakened such echoes before in the old theater. Filling his glass from the pitcher, Flynn drank the contents in one draught, and then proceeded with his lecture. He was a brilliant and voluble talker, and his fund of anecdotes never seemed to be exhausted. The pathos and eloquence with which he pictured step by step the drunkard's path down the abyss of moral ruin, I will never forget; neither will I forget the laughter I enjoyed while listening to his side-splitting anecdotes. Such an audience was never seen. One moment the sobs of men and women were distinctly audible throughout the whole building while Flynn drew one of his inimitable pictures of the curse of rum. At the next moment everybody was holding his or her sides in a strong effort to save themselves from bursting with laughter. Flynn finally reached the peroration of his lecture, and a finer burst of eloquence I never listened to. The audience was fairly worked to the highest pitch of seemingly religious enthusiasm, and the lecturer continued for two hours to talk uninterruptedly. At the end of that time, he was seen to totter at the close of one of his sentences and then fall fainting upon the stage. Such excitement was never manifested in a public gathering before or since; and while some attendants carried Flynn around to the old New England Hotel, the audience dispersed to their homes, loud in their praises of the reformed actor. Some of the temperance people, however, managed to get upon the stage, and in nosing about discovered that the pitcher which was supposed to contain water actually contained gin—old swan gin, which was Tom's favorite beverage; and putting two and two together, they concluded that Flynn had been drawing inspiration for his lecture from the camp of the enemy, and that his exhaustion and final collapse was not due so much from the mental strain of the lecture as from the seductive and exhausting contents of the pitcher. The story soon got out, and though it caused many to laugh, it made Flynn very unpopular with some at the time. The object of the joke was to prevent the temperance people from again asking for the use of the theater, and they never did.

It was during the spring of 1824 that Barrere commenced building the Chatham Garden Theater, the first of a host that followed, prostrating the drama by the rapid increase of theaters, without audiences to support them; yet I must not be understood as casting censure on the enterprise of Mr. Barrere. What he undertook, he carried through with judgment; collecting a company, worthy of the best days of the drama in the United States, which he placed under

the direction of Mr. Kilner, the manager of the Federal Street Theater, in Boston.

No theater could be conducted with more spirit and enterprise than the Chatham, during its first season. Notwithstanding the strength and talent of the regular company, there was not an actor or actress of talent in the United States, whose services could be procured, who was not engaged to give occasional aid.

Barrere was like all Frenchmen, irascible; and not speaking English fluently, he frequently made most



Thomas E. Tripler.

laughable blunders. There is one anecdote which I cannot resist relating. Barrere had sent a ticket to a certain newspaper office in the city, and the reporter who attended the performance thought proper to criticise rather severely some portion of the company. When Barrere's attention was called to the article in question, he became furious, and in his anger he penned the following to the editor of the paper in question:

"Sir: I send you free admis to my theateur to prase my acturs, you no praise my acturs you shall not have free admis any more."

It was in 1840, I think, that one of the most successful benefits in aid of the Firemen's Fund of this city was given at the Chatham,



the proceeds of which far exceeded the most sanguine expectations of every one. One of the features of the entertainment was the reading at the close of the second act—the play being *Damon and Pythias*—of the following original and appropriate address, composed for the occasion by a member of the Tripler family, many of whom were prominent members of the Old Department and are to-day distinguished residents of this city, and respectfully dedicated to the New York Fire Department. The beautiful sentiment reads as follows:

The city slumbers; o'er its silent walls  
Night's dusky mantle, soft and silent falls;  
Sleep o'er the world slow waves its wand of lead,  
And ready torpors wrap each sinking head;  
Still'd is the stir of labor and of life,  
Hush'd is the hum, and tranquill'd is the strife;  
Man is at rest, with all his hopes and fears,  
The young forget their sports, the old their cares,  
The grave or careless, those who joy or weep,  
All rest contented on the arm of sleep.

Sweet is the pillow'd rest of beauty now,  
And slumber smiles upon her tranquil brow;  
Bright are her dreams—yes, bright as heaven's own blue,  
Pure are its joys, and gentle as its dew;  
They lead her forth along the moonlit tide,  
Her heart's own partner wand'ring by her side;  
'Tis summer's eve; the soft gales scarcely rouse  
The low-voic'd ripple and the rustling boughs,  
And, faint and far, some melting minstrel's tone  
Breathes to her heart a music like its own.  
When, hark!—oh, horror! what a crash is there!—  
What shriek is that which fills the midnight air?  
'Tis fire!—'tis fire! She wakes, to dream no more;  
The hot blast rushes through the blazing door;  
The room is dimm'd with smoke, and, hark, that cry!  
"Help! help!—will no one aid?—I die! I die!"  
She seeks the casement, shudd'ring at its height—  
She turns again—the fierce flames mock her flight!  
Along the crackling stairs they wildly play,  
And roar, exulting, as they seize their prey;  
"Help! help!—will no one come?" she can no more,  
But, pale and breathless, sinks upon the floor.

Will no one save thee? Yes, there yet is one  
Remains to save, when hope itself is gone;



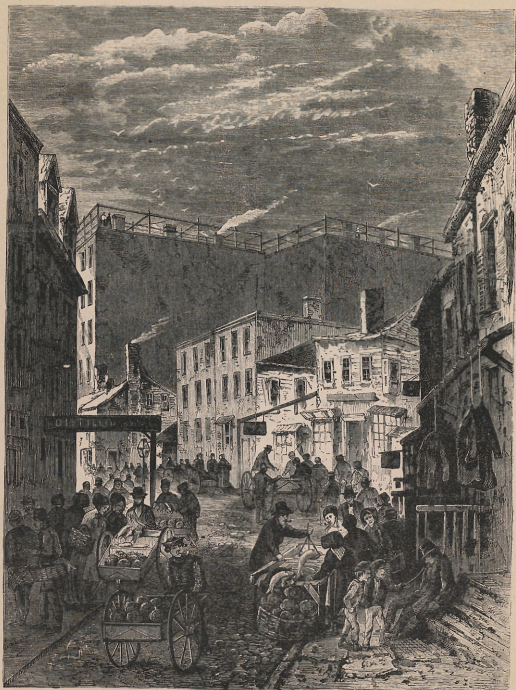
When all have fled, when all but he would fly,  
 The fireman comes to rescue, or to die!  
 He mounts the stair—it wavers 'neath his tread,  
 He seeks the room, flames flashing round his head;  
 He bursts the door, he lifts her prostrate frame,  
 And turns again to brave the raging flame.  
 The fire-blast smites him with its stifling breath,  
 The falling timbers menace him with death,  
 And sinking floors his hurried steps betray,  
 And ruin crashes round his desperate way;  
 Hot smoke obscures, ten thousand cinders rise,  
 Yet still he staggers forward with his prize;  
 He leaps from burning stair to stair—On! on!  
 Courage!—one effort more, and all is won;  
 The stair is passed, the blazing hall is braved,  
 Still on—yet on—once more!—thank Heaven, she's saved!

The hardy seaman pants the storm to brave,  
 For beck'ning fortune wooes him from the wave;  
 The soldier battles 'neath the smoky cloud,  
 For glory's bow is painted on the shroud;  
 The firemen also dare each shape of death,  
 But not for fortune's gold, or glory's wreath;  
 No selfish throbs within their breasts are known,  
 No hope of praise or profit cheers them on;  
 They ask no meed, no fame, and only seek  
 To shield the suffering and protect the weak;  
 For this, the howling midnight storm they woo,  
 For this, the raging flames rush fearless through,  
 Mount the frail rafter, head the smoky hall,  
 Or toil, unshrinking, 'neath the tottering wall;  
 Nobler than those who, with fraternal blood,  
 Dye the dread field, or tinge the shudd'ring flood;  
 O'er their firm ranks no crimson banners wave,  
 They dare, they suffer—not to slay, but save:  
 At such a sight, Hope smiles more heavenly bright,  
 Pale, pensive Pity trembles with delight,  
 And soft-eyed Mercy, stooping from above,  
 Drops a bright tear—a tear of joy and love.

And should the fireman, generous, true and brave,  
 Fall, as he toils, the weak to shield and save,  
 Shall no kind friend, no minist'ring hand be found  
 To pour the balm of comfort in his wound?  
 Or, should he perish, shall his orphans say,  
 "He died for them—but what for us do they?"

Say, is it thus we should his toils requite? —  
Forbid it, justice, gratitude, and right;  
Forbid it, ye who dread what he endures;  
Forbid it, ye whose slumbers he secures;  
Forbid it, ye whose hoards he toils to save;  
Forbid it, all ye generous, just, and brave;  
And, above all, be you his friends, ye fair,  
For you were ever his especial care;  
Give to his cause your smiles, your gentle aid—  
The fireman's wounds are heal'd, the orphans' tears are stayed.

The old landmarks and favorite localities of the old-time “Vamps” are gradually passing away or being so changed as not to be readily recognized. Probably the most popular of the fire-laddie rendezvous in the city years ago, was that section bounded by Grand Street, Broadway, Bowery and Chatham Street, and familiarly known as the “Five Points.” Some of my readers no doubt well remember when this locality harbored neither cut-throat nor thief; yet many of the present generation will wonder at this statement, having read, no doubt, the highly colored tales of the “Old Brewery,” scenes from “Murderer's Alley” or death in “Crown's Grocery.” It is no less the truth, however, that once no crimes like these took place upon the Five Points. There resided in this section of the city at the time I speak of a very respectable class of people, but, strange to say, with the coming in of cheap groceries the Five Points can date its change for the worse; for not until the original cheap groceryman bought out a noted harridan called Rossana Peers—who kept a small two-story yellow frame house, exactly next door to the piles of mahogany logs that were on the Collect, a few doors south of Anthony Street, and directly opposite the “Union House,” kept by Johnny Ellingham—did the “Forties”—the name of a gang of young thieves—become so notorious as they did. They were at one time the terror of the city, and so impudent that they boasted of having fighters in their crowd whom nobody from Greenwich Village, Stagtown, Hook or Water Street, could flog; and they believed it, until the “Chichester Gang,” from the Bowery, two or three times, for mere sport, sallied forth in their might, and, taking the Five Points in their range, soon whipped all the fight out of the “Forty Thieves,” so that for ever after they held their peace when a Bowery boy was around.



The Notorious Five Points of Olden Times.

Soon the respectable residents of Orange Street, mostly negro families, began to move away, and outside stuff filled up their vacancies. The bell that each Sabbath morning tolled out a call for its congregation to assemble within its walls, that stood back in the rear from Orange Street near Leonard, was hushed; and that, too, moved to another spot to ring a welcome. So it went, the good going out and the bad coming in, until it got to be one of the most wretched, loathsome, wicked places known to our city. Murderers found hiding-places, free from arrest, until the authorities took up the matter, and made it unsafe even for such desperate men. Every cellar and bar-room had its gangs of twos and threes of thieves. Store after store was hired by Jew dealers, who were ready receivers for stolen property. Till-tappers made the Points their resort, and had their head-quarters in Mulberry Street. The lowest and most depraved women lodged or wandered in filth and drunkenness through the precinct. Juveniles were made drunk at the grogeries to make sport for older toppers. In fact, no decent person walked through it; all shunned the locality; all walked blocks out of their way rather than pass through it.

On the "Collect" (now Centre Street), from Pearl to Anthony (now Worth Street), on both sides of Anthony until it joined Cross at Orange (now Baxter Street), were located those exchanges where cyprians sold their shame.

In the days I speak of, one watchman, with his leather cap and locust club, kept the Five Points in good order; and yet he had his price, and took bribes as well. A quarter from this one for supper, or that one for a drink, was the height of his ambition; but a thief he would scorn, and not divide with, as 'tis fashionable to do nowadays with some I know.

The line of dance-houses ran from the Collect to Orange Street, and nearly all were fitted up in the same way; that is, there was the



Walton House, Pearl Street, opp. Harpers'.

clean sanded floor, its red bombazine curtains at the shop-windows and doors, its whitewashed walls and ceiling, from which hung a hoop chandelier, which daily was replenished with new candles ; for

not even camphene, let alone gas, had yet become useful, or known to the city. A long bench on each side of the room was all the seats you could find, the object being to leave as much room for the dancers as possible. Away in one corner was a small bar, or counter, from which you could purchase ale, porter, and spruce beer by the glass publicly, ardent spirits by the half-pint slyly, champagne never, it being a beverage far above the ambition or desires of a Five Points visitant.



Washington Hotel, Bowling Green.

The patrons of the Points in the olden times were boatmen who sailed the sea on board fishing-smacks ; who made voyages in schooners, for pine-wood, tar and turpentine, to the then rich and happy South ; oystermen who roved in boats, and steered periaugers up and down the bay for Forsyth's saddle-rocks, and clams from Rockaway ; deck-hands of the Albany, Troy, and Providence steam-boats ; sailors from whaling voyages, and Jack Tars after a three years' cruise in a man-of-war. It was a jubilee, indeed, to the landlords of the Points when the crew of a United States ship-of-war got paid off. Butchers from Fulton Market, butchers from Brooklyn ; pilots from Sandy Hook, after a long cruise ; athletes from Park Row ; sports and fire laddies from around town,—in fact, all jovial, free, generous stripes of mankind would have their frolic and spree at the Points in preference to any other place. Of course, there were rows and clever fights now and then, but no double-banking, and seldom more than a pair of fisticuffs at a time ; a black eye, or a nose in red, was the sum total to be reckoned up when peace came in. A knife drawn, or a pistol shown, would have doomed the offender to the Collect sewer as certain as a thief to a duck-pond in King Charles's time.



Yet there were several good fighters who hailed from this locality. There was Eleck Fannin, at one time quite notorious to the city as a buffer. Joe Moon was some in his day, so was Siege Spears and Big-head Mat; while the most noted landlords of the vicinity were Sam Hyner, Joe Moon's brother, one Hall, and one Smith.

The Points had its jokers and wits as well; for Jerry Go Nimble could sing comic songs, tell jokes, and spin yarns as well as an old salt; old Mr. Patterson could tell fortunes, and do all kinds of tricks with cards; while Tom Parsons made up a song as he went along; could rhyme in anybody's name and anybody's business; he could praise one dance-house and abuse the other, all in his song. This made him feared by the landladies and toaded to by the men. Even Five Pointers disliked being abused by their pet.

One would think that such improper persons found no revels, or few, except at night; but it was not so. The Points was awake and up by ten o'clock, even if it did not lie down till two or three, but never later. The first "Punch and Judy" imported made its opening on the Points. Two Englishmen had it in charge; one collected the pence from the crowd, while the other worked the strings and squealed like a pig under the gate for the puppets. How the mob of lookers-on, comprising dozens of well-dressed cyprians and men, would chuckle and enjoy the cudgeling "Jack Ketch" would get from "Judy"!

Then there was another English chap would come along, dressed in a sailor rig, who would sing ballads of the sea, like "Black-Eyed Susan," "Will, the Wild Rover," "Bay of Biscay," and if the audience was liberal, he would warble in pathetic strains, "Oh! no, we never mention her," which strain about suffering love would bring tears to the eyes of many of the poor unfortunates in attendance. Another—and strange to say, he, too, was a cockney man, from London—would swallow swords clean to their



Washington's Headquarters, Pearl and Broad Street, at the time of Evacuation by the British, Nov. 3, 1783.

hilt; he was a gabby fellow, and when he got full of gin, would as leave tell a flock of girls his history at home, "as how his parents used to ride in a coach, with a coat of arms emblazoned on its sides."

He always had their sympathy, which consisted of a little more of the juniper, as he ended his tale by saying his ruin all came from the false vows of his sweetheart, whom he followed over to America in search of, but never could find. Tumblers and jugglers would come along, and throw somersaults, spin plates and eat live coals of fire, and afterward spin a hundred yards of ribbon from their mouths. Next a blind man, with a clarionette; then a one-eyed Scotchman, with kilt, bare legs and bagpipes,—the boys would tickle these same legs with straws and broom-corn,—and last, not least, for there were several, came the dark-skinned Savoyard, with organ and monkey, who would grind out "Moll Brooks," a Dutch waltz, and the "Fisher's Hornpipe," chorused by the chattering of a marmoset or chimpanzee, who, with "red coat, hat, and feather," would jump after stray coppers for his master's pocket. Sometimes he'd squeal, but that was seldom, and only when a brute gave him a hot cent.

Jack Ballagher, the black musical wonder, was its famed fiddler; he always drew a crowd when he rosined the bow, for he could fairly make his Cremona talk a jig or sing a reel. He had his own price for a night's work, and all the fancy heel-and-toe diplomats saved themselves for Ballagher's music. In those days, the Inyards,—Nick and his brother,—who peddled oysters in pails, took the shine from all others in steps and time; and when the news came round that they were going it on a trial with some rival break-down dancer, on some sanded floor, all other terpsichorean cribs would be deserted for the time being. Ballagher it was who discovered that John Diamond had greatness in his feet, and first gave the world the champion hornpipe.

A very popular locality with the fire laddies at one time was the corner of Ann Street and Broadway. I remember standing on this corner one day, when I saw Murray Ditchett, an old-timer, dash out of "Honey Bees" bunk-room on Fulton Street near Nassau, yelling fire at the top of his voice. Presently I saw Ben Decker,



brother of the present ex-chief, and Abe Wilson dash down Vesey Street after "Fourteen." A good many of 14's crowd came out of Ann Street—I recognized Harry Venn, Owen Brennan, Old Tite and several others—and cut down Vesey, for she had gone up Church, down Chambers, and so up Hudson; this was her short cut when she had a quick alarm from the west side. Sometimes she would sight 27 as she came out of Canal Street; in fact, once passed her going to Kipp & Brown's fire.

Presently 4 engine rolled by. She had only a few men. As she was about to cross Nassau Street, "Protection" 5 crossed over on a quick run and a good rope. Wally Barr, who had the tongue, turned her up Nassau, so as to cross the Park if it was on the west side, and head her off a block if it was up Chatham. It is said that at one time in No. 4's ("America") career, she gave 5 a lively spurt. It did not last long, the silver figure being too much for her on the long pull. Uzziah Wenman then came running along with that same "old cap" he wore when he was chief engineer.

Later in the day I started up Park Row for a walk, and as I got up to 25's ("Napoleon") house, in Tryon Row, they were just backing her in, when Tom Sutton, her foreman, came up and said he wanted the committee on painting—consisting of Dick Logan, Bill Tuibill, John McGonegal, and Mike Mulrey—to meet around at Fursman's to settle on what kind of a back 25 should have. I knew it would be the "Little Corporal" crossing the Alps, for Harry Riell said so. Dick Humphrey wanted the old fellow on a throne.

As no understanding could be reached, it was finally decided to have a fight. The contestants were Harry Riell and Dick Humphrey, and Harry won after a fierce battle; and 25's back had the "Little Corporal" crossing the Alps.

I next turned my steps to "Knickerbocker" 12's house in Rose Street, and went into Abe Dubois' bar-room, that was next door to 12's house. Abe belonged to 12 and did a heavy business, especially on Sundays—for it used to be fashionable then for some one of the members of a fire-engine company to keep a public-house near where the engine was located, which became at once their favorite resort and received all their patronage. Sunday was visiting day with all the companies. Sometimes you would find three or four hay-seed of "Hudson" 1, a couple of "Live Oak" 44, as many from "Black

Joke" 33, a pair of stray "Honey Bees" from 5's hive, with perhaps not less than half-a-dozen of "Old Slippers" from 21, all calling for drinks, smoking cigars, and talking of the last fire. Then travel up-town as fast as you might, and you would meet coming down a group from "Chatham" 2; and close behind them, on their way to Manny Kelly's in Mott Street, with Johnny Lord as an outside partner to see who took pie and who did not, some of the boys of "Peterson" 15. They might talk fight, or might not, with Abe Jackson or the fire troupe that hailed from "Franklin" 39.

A few from "Lady Washington" 40 might straggle in the various places near home in their walks about or up to 41's ("Clinton") rendezvous up East Broadway; but you would have to go to Matt Decker's, in Ann Street, to find the largest gathering. Here the heroes of the "Mosquito Fleet" and heads of the "Holy Alliance" would have representatives from "Neptune" 6, "Tompkins" 30, "Tradesmen" 37, "Howard" 34, "Eagle" 13, "Washington" 20, "Hope" 31, "Equitable" 36, with old-school "Bos" Purdy standing up boldly alone for 11 engine, when she was the pride of Old Slip. So, too, the members and volunteers of "Lafayette" 7, "Manhattan" 8, or "East River" 42, as well as "Bunker Hill" 32, had their favorite places to visit after they had put their own machines in proper fix to receive calls, all the brass shining to a nicety, leader-jacket on without a wrinkle, roll-case polished, and signal and torches cleaned.





V.

**M**ANY of my readers have, no doubt, heard tell of Con Donoho, of the old sixth ward. Con was a famed political chief in the reign of Felix O'Niel, as was ever the bold Rynders at the time of Bill Ford, Country McCleester, Hen Chanfrau, Manny Kelly, Dirty-face Jack, Mike Philips, and many men of renown, who cleverly "cleared the husky raccoons down," and elected Polk and Dallas over Henry Clay, in 1844.

There are many political sports and old fire laddies who remember Con Donoho, king of the politicians of the sixth ward, and who perhaps patronized Con at his little grocery on Orange Street, well toward Chatham, in quest of his favors, helping them to votes for their friends who were running for office under difficulties. Such men as Purdy, Tweed, Brady, Delavan, Haskin, McKeon, Welch, John A. Kennedy, Fernando Wood, Owen W. Brennan, Cornell, Kelly, Charlick, Purser, Brown, pleasantly and favorably remembered Con as a zealous, firm, hard-fisted Democrat of the old school.

Con's castle, or domicile, was one of lofty appearance, and on certain leisure days was well guarded by his retainers, who, with their wives and children, occupied chambers in his many-roomed house. Wet days was Con's harvest-time, for then the streets could not be swept, and knights of the broom, hoe, and shovel kept holiday at their chieftain's rendezvous. The steps that led to the bar-room from the street, although wide, afforded only room for one cus-



toomer at a time, as upon each step a barrel stood containing two or three brooms, another with charcoal, another with herrings nearly full to the top, while upon its half-open head lay piled up a dozen or two of the biggest, to denote what fine fish were within. Inside the store each shelf was full, be it with empty boxes or not; a bar quite ornamental, well stocked with pipes in boxes, and what comes in pipes, turned into jugs and demijohns of assorted sizes. Seats there were none, as Con kept no accommodations for sitters, unless they found it on a half-pipe of gin, "Swan brand," that lay on its side near the

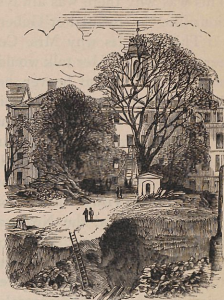


Old Government House, Bowling Green. Erected, 1790. Intended for the residence of the President (Washington). Then became Governor's House, and was occupied by George Clinton and John Jay. Afterward Custom House, from 1799-1815; was then taken down.

counter, or a row of Binghamton whisky-barrels, interspersed here and there with barrels of pure spirits, much above proof, that told the fact that Con Donoho was a manufacturer of ardent spirits as well as ardent voters.

When Con was away on business, his good woman, Mrs. Donoho, stood behind the counter to attend to all customers; and an able help-mate was she to just such a rising man and politician as Con gave promise to be. Should Mrs. Conlan, or Mrs. Mulrooney, or the wife of any other good voter of the old Sixth, come for her groceries, or with a milk-pitcher for a drop of good gin, or a herring to broil

for the good man's twelve o'clock dinner, she would avail herself of the opportunity to have a bit of talk with her concerning how her James, Patrick, or Peter would vote on the approaching aldermanic election. And I may as well post many of my readers as I jog along, with the fact that in the sixth ward there was always a split on aldermen. At that time Dooley's Long-Room was situated on the corner of Duane and Cross. What is left of it stands now on Centre and Duane, and is known as the Sixth Ward Hotel. In this room there has come off more Irish jollifications, benefit balls, raffles for stoves, primary meetings, and political rows than in any other public place in the city. Dooley's Long-Room was as famed in politics as was ever Tammany Hall. To hold a meeting there made it orthodox and regular. The ticket that was indorsed at that famed political head-quarters carried the ward. This was why all splits struggled hard, even to bloody rows, to obtain an indorsement. Regularity in the old Sixth was oftentimes only won by black eyes, torn coats, and dilapidated hats.



City Hospital.

The knowing politicians of the ward never went well dressed to a caucus meeting at Dooley's Long-Room. I have seen one side whipped out and the other whipped in many a time; and once, when John Emmons was the candidate, nothing gave him the victory but the fact that Bill Scally, with Con Donoho and his men, arrived just in the nick of time to save the chairman from going out of the window, and the secretary following him; but their timely arrival changed the complexion of things, and sent the opposition chairman and officers out through the same window. Those were, indeed, glorious times, and the candidates that would not come and take a hand along with their friends in battling for their cause would lack votes on election days.

Why, a row was exciting then; the most you got was an eye in mourning, or a sleeveless coat, or a tail lacking—there was no murder or a man shot, as now. Why, I have seen Alderman Brady, George D. Strong, Dr. Ferris, John Emmons, Felix O'Niel, Tom Henry, Shinas Parker, Martin Waters, and John Foote full of enjoyment at a political row in the old Sixth; and dear me, how they would crow over each other for weeks after, if their side won! and so strong was the Democratic majority, that it could well afford to run two tickets. This was why there was always a split, especially on important elections like Presidential or Gubernatorial.

This, then, is why Mrs. Con Donoho would start politics with her neighbors. Her talk would always turn upon who would be the next alderman; and heaven help the customer if she talked up in favor of John Foote on the split, or hinted that her man believed in Bill Nealus. If she did, the smallest herring or potatoes to be found in the barrel would be dealt out with a jerk, and a wink with it, that said when she had sense, and wanted to see her old man with a broom in his hand and ten shillings a day, work or no work, and pay from Con's own hand on Saturday nights, she had only to make her husband send the Nealus to the devil, and hurrah for Felix O'Niel! In this way, Mrs. Con Donoho made many a convert to the banner of her liege lord, the bold Con Donoho.

Con, at the head of the Street Cleaning Department of the sixth ward, had under his control all the roaring, fighting, brawling heroes of his locality.

"Dead Rabbits" were unknown, and "Bowery Boys" attended to their legitimate business. Con was a shrewd fellow, and prospered under the instructions of John Laydon, Bill Scally, Black John McMahon, and Pete Fieriety, and had great influence as to the making of an alderman, and had, in his day, successfully opposed or sustained the politicians of his ward who came forward to receive its honors. He never could agree with Tom or Bill Nealus or Pat Kelly. Patrick Kelly, a stirring, sharp, energetic liquor dealer on the corner of Mott and Bayard streets, was very anxious to be an alderman, and, like many other foolish and ambitious men, had listened to the advice of those who drank free and freely at his bar, and believed himself to be popular in the ward, and upon this set himself up as a reformer who would knock the controlling power that was all

to smash, and oppose the interest of old Tammany; but who, like all others who as renegades put themselves in opposition to the golden rules of that time-honored institution, soon fell, to be crushed by the wheels of her victorious chariot as it rolled on its triumphant way.

Poor Pat Kelly, after spending many a dollar and ruining his business, gave up the ship, sued for peace on any terms, and, in sympathy, was taken into friendship by the regulars and made an alderman. They did the same thing for one Breaden, out of Anthony Street, at a later day.

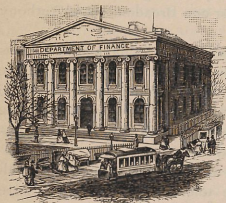
The great mistake men made as politicians in days gone by was this: they by luck worked themselves into the good graces of the leaders of the ward that they belonged to, and from one step to another made friends, and were hailed as good, clever, useful fellows. At last they were trusted or allowed a seat in the General Committee. This was too much of a good thing.

In an instant almost they began to grow into importance with themselves. Where they once were tolerated because they were silent, they now let loose, talked, and presumed even to dictate; if opportunity offered, they turned against their makers; and, the first thing they knew, a pin was slipped out from under them, and away they went, chock back to where they started from, never to be heard from again, wishing, in their solitude, they had been satisfied with a back seat.

As an illustration of the great truth of what I say, I will cite an instance which happened in the sixth ward. A gentleman with great influence in that portion of the ward where he resided, and surrounded with many friends who, with himself, had worked most successfully for the Democratic party, desired to become its alderman. His claims were at once recognized, and he was elected by a full vote of the ward. No doubt the newly elected alderman believed that he was nominated and elected by his own power and popularity and not by the concurrence of those who guided the Democratic interests of the ward so masterly. All things went merry as a marriage-bell, and would have continued to do so, and the new alderman from time to time received the highest honors the ward could, by its great political power, confer; but, by bad advisers or mistake, he chose to set himself up in opposition to the advancing interests and policy of the Democrats of the ward, and presumed to



build up an opposition to the harmony existing. This was enough ; and when the time came, he fell like a log ; truer friends were taken up and their interests advanced, as was the case of the young and popular Alderman Jones, who, from councilman for many terms, then its president, then alderman, then president of the board, retiring from that high place to take a seat at Washington among the representatives of the people in the Congress of the United States. Fidelity to your party and the friends who elevate you is a gem that nearly equals gratitude for favors done. The politician who fails in either soon finds his level.



Hall of Records, formerly Jail.

I, for one, believe that the Democratic party would be still more victorious if it had less leaders and more followers.

As a proof, when was the party so triumphant as when the old regency was in power at Albany ? When such men as Silas Wright, Martin Van Buren, Dix, etc., had charge of the helm, it hardly knew what defeat was, and all will admit that its representatives in State councils and at Washington were men who were eminently qualified for the positions they held. I know this doctrine will be called old-fogyism, but still the truth of it sticks out all over it.

It was many years before the sixth ward could, through its leaders, have the Democratic party of our city acknowledge her claim to the right to have one of her voters fill one of the county offices. John Clancy, I believe, was the first, and its great leader, Matthew T. Brennan, as comptroller, the second.

Having alluded to my old friend, Captain Rynders, at the commencement of this article, I will here take occasion to say that the old man once had an ambition to preside over the political destinies of the old sixth ward.

Rynders, in that day of his ambition, was powerful. The General Committee obeyed his wish. He held a high head in the councils of the Wigwam. The Empire Club was in its glory. The victory had been won, and many of his followers were resting upon the



spoils won. The "Star House," in Reade Street, had been bought, and the indomitable chief, with his powerful lieutenants, met and sat nights out in pleasant sociability within its walls. The captain saw an opening that promised him the controlment of the political affairs of the ward.

He hired a residence, located his family, and quietly awaited an opening. One came, as he thought, that promised an easy conquest.

Matthew T. Brennan, the firm and stanch friend of John Foote, and the champion of the poor men of the ward, had commenced to



Matthew T. Brennan.

take an interest in politics. He had already succeeded in obtaining a few places for some of the residents of the ward who had voted in it for years. Friends urged him to take office. He refused, and was quietly pursuing his business, when word came through the ward that Rynders had said that he was going to take a hand along in sixth-ward politics; that he wanted the nomination for Assembly, and was going to have it in spite of everybody. This bold declaration did not suit the bone and sinew of the ward. While they acknowledged the services of the captain and his Empire Club, they

did not feel that he had a right to squat on their ground only to make discord.

The night came. Dooley's Long-Room, or Warren's Sixth Ward Hotel, as it was then called, was lighted up for the primary to make committees. The place soon filled up; the best muscle of Empire stock was early on hand. There was Bill Ford, Tom Maguire, Country McCleester, Chanfrau, Byrnes, Milner—in fact, men who seldom met defeat. They were backed up by hundreds of others, all the captain's friends. Rynders was there himself, and so was a fearless band of sixth-warders—young, brave, and determined. They, too, came to aid their friend; and so well did they do it, that when the hour came to name the chairman, the fierce onset of Rynders' friends to defeat it was met with a bold response. The ball opened and the strife commenced, and ere ten minutes passed away, the hall was cleared of all who stood in opposition to the regular voters of the ward. Rynders and his men met defeat, and his ambition to get a foothold in the glorious old Sixth was quieted ever after.

I need but say that Con Donoho and his men were on the winning side on that occasion and helped drive the squatters from the hall.

Do any of my readers remember the days of the Old Department as far back as 1832? If they do, they will readily recall an incident which at the time occasioned considerable excitement among the old fire laddies. I refer to the resignation of engines 21 and 32, and the causes thereof. In that year a split occurred in 4 engine, occasioned by the election of an assistant foreman, who was not popular with some, and, as a consequence, a number of the members joined 21 engine, which then lay in Tryon Row.

The party who thus built up 21 was composed of some of the best firemen of that day, and many of their names are familiar to the old "Vamps" still living. Boss Hunt, Hen Hempstead, Jim Johnston, Phil. Jonas, Lonz Bayley, Geo. Kellock, and Joe Kissam, were of the party, each of whom left his mark in the Department in some way or other. Old 21 became at once the engine down-town. They were the first to inaugurate the bunk-room system. Their bunk-room was in Nassau Street, and as they were quicker than the other companies from this advantage, every company, from the North to the East rivers below Broome Street, had to look out for their laurels.

As 5 engine was to a great extent the cause of the trouble I am about to relate, I may be permitted to say a few words concerning this "machine." The company was organized about 1782, and in 1813 was located at the North Dutch Church, on Fulton Street. After 1847, the engine had quarters at 61 Ann Street. Such well-known laddies as John Hyatt, Dr. Parkhurst, Samuel Collins, Wilson Small, and Fred. Kohler were foremen of this company, and during these gentlemen's term of office the engine did duty all over the city. It was always the boast of this company that they ran continuously for a period of five years without getting washed. In 1832, a disastrous fire occurred in Pearl Street, near Maiden Lane. Engine Company 11, which at that time had a very large and good company, took water from the dock and supplied engine 33, also a very strong company. After working all night, No. 11 failed to wash 33. After daylight the members of the companies, tired out, began to wander off to look for a much-desired breakfast, and the boys or runners of each company took charge of working the engines, that a supply of water might be kept. Of course this created a new excitement, and No. 11 worked to get 33 over, but it was no use. No. 11 boys accused 33 of "niggering," which meant in those days working only at intervals, and compelling the supply-engine to take out their butt. Of course high words ensued, and as the young men of the period were not particularly choice of their language, a fight was settled upon. Fighting was then done by a champion, and not as we of this more civilized age do it, with clubs, stones, and pistols. They formed a ring, and the boys of both companies stood by to see fair play.

As they both had agreed that a fight should settle it, they went at it in earnest. The engines were deserted, and the sport commenced. Who the combatants were I fail to recall at present. However, while the two gladiators were displaying their prowess, in came an umpire, in the shape of the chief engineer. Gulick was no light man; his hand, when it fell, generally left its mark, and, as on this occasion, when he jumped into the circle and scattered the boys around, they left in quick order. Nos. 5, 32, and 21 took part with No. 33. Gulick used what was considered very hard language toward No. 5, and the other companies sustained No. 5. After their engine was housed, No. 5's folk appointed a committee to wait upon

the other companies; and they also appointed committees to join together to demand a retraction of the language used by the chief, and, in case of refusal, to send in their resignations, provided No. 5



Michael Fitzgerald.

did so first. The result was the old chief remained firm, and the companies, led by No. 5, sent in their papers. The Fire and Water Committee met that night, and the resignations of Nos. 21 and 32 were accepted. No. 5 kept theirs back, and after a short time it was withdrawn. Thus Nos. 21 and 32 were put out of service, and No. 5, on whose account they had been led into trouble, was kept in service. No. 21's folks divided among the down-town companies. Some of them joined No. 5, while the "bone and muscle" joined No. 14.

For years after, a bitter feeling existed between these men, who had previously been staunch friends.

But in later days when 21 again rolled along to fires under the foremanship of Charles Neary, Michael Fitzgerald, James McCullough, Peter Weir, James Glass, and Thomas P. Walsh, the latter now an alderman, and formerly an assemblyman of New York City, these bickerings were all forgotten. Occasionally, however, a little growl was indulged in, and Catherine Lane was always selected as the battle-ground. Of these occurrences my friend Mr. Michael Conlon, familiarly known as "Cricket," could give some very interesting reminiscences. So could Mr. Denis Manning or the popular Feeny brothers, James and Patrick. As for myself, I have neither time nor inclination to refer to them.

Speaking of Catherine Lane recalls the days when the "mint girls" traveled through this locality in particular, and others in general, selling their mint from willow baskets that hung on a white spotted calico sleeve that covered a white dainty arm. Well do I

remember the sweet voices that sang out "Red-dish-shees," "Mint and Strawberries," and the pretty mouths and lips associated with those voices.

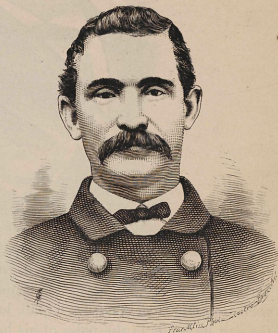
Who has not heard the story of the old fire laddie who, in mischief, called after one of these pretty peddlers, giving certain information as to her stockings, but gave her credit for her smartness in reply? Things have changed, and the sweet voice, sweet face, and sweeter gossip have been driven off, to make way for brown-skinned Dutch girls, with dark-spotted calico frocks and gay aprons, who, to your questions, make billingsgate replies, and think no broad remark an insult, as they sell their goods.

Catherine Lane was at one time a favorite resort for old colored "aunties," who with their cedar-stave pails filled with smoking-hot ears of golden corn, and dressed in a clean gown and apron, would nightly sit on the corner curb-stone and in a rich, melodious voice sing out:

"Hot corn, hot corn —  
Here's your lily-white corn;  
All you that's got money  
(Poor me that's got none)  
Come buy my lily hot corn,  
And let me go home."

I can still see the large gold hoop-rings that hung from their ears, far below the yellow, blue, and red striped bandanna, so nicely plaited and folded over their shiny, well-combed hair. It was often a question in the mind of the old fire laddie on his

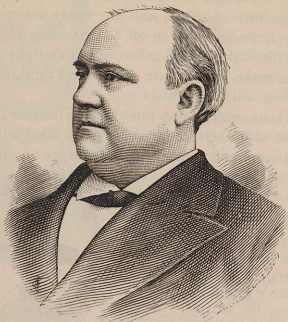
way home nights whether to luxuriate upon a lily-white corn or a nice baked pear, which the tidy "aunties" carried around in a deep glazed earthenware dish, floating deliciously in a warm bath of home-made syrup. Who eats hot corn now, from a street peddler? Not I, nor you. Water Street sailors, or those who have not as yet eaten their peck of dirt, may do it.



Peter Weir.



Many an old fireman remembers the time when he has eaten crullers from a Park Row stand, hot corn from a cedar pail, or relished a small plate from Holt's cellar on Fulton Street, made famous in bygone times as the place of all places that never closed. If the old jail bell rang for a down-town fire on the east side, toward



Hon. Thomas P. Walsh.

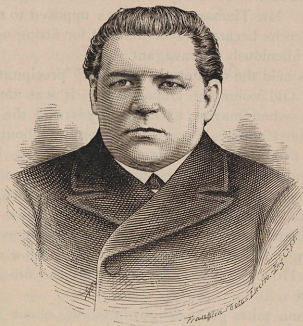
morning, not a fire laddie but was sure of his coffee and hash in that renowned diving-bell. Many a one of its patrons now are owners and dwellers in a brown-stone house.

How ridiculous it would look at this time in an old "Vamp," whose age has made his top-knot and beard of the same color, to be seen stooping over a hot-corn pail, looking for a big ear to rub over the salt he holds in the palm of his hand.

While on the subject of "aunties," I must not forget an incident which occurred many years ago, when one of these faithful creatures particularly distinguished herself. She was a servant in the employ of old Benjamin Aymar, and familiarly known as "Molly." It was her boast that she was as good a fire laddie as many of the boys who at that time bragged of being such. Her master belonged to 11 engine, and as a natural sequence "Molly's" sympathies were with

that particular "machine." It is truthfully related of her, that in 1818, while a terrific fire was raging in William Street, she did what few of her sex would have done. A blinding snow-storm was prevailing at the time, and it was almost impossible to drag the engine to the fire or secure members enough to hold the rope. Among the few who helped drag the engine to the fire was "Molly," and her heroic action on this occasion has been frequently alluded to in the most flattering terms. It used to be her boast, when asked what engine she belonged to, to say, "I belongs to ole 'Leven; I allers runs wid dat ole bull-gine." There are some to-day who remember "Molly" quite as well as they do "ole 'Leven."

It was at this fire in William Street that the venerable Daniel F. Tiemann first did active fire-duty. He was quite young at the time, but remembers the incident connected with the fire very distinctly.



James McCullough.

Speaking of ex-Mayor Tiemann recalls a period when the city was in its infancy. Mr. Tiemann was foreman of Cataract Engine Company, No. 25, in 1838, when she lay in "Love Lane," now Twenty-third Street. At the time Mr. Tiemann resided on the corner of Twenty-third Street and Fourth Avenue, and represented the

old sixteenth ward in the board of aldermen. He subsequently moved to Manhattanville, where for eight years he was foreman of engine 43. While in the board of aldermen, Mr. Tiemann got a resolution passed that no liquor should be paid for by any company, and that a steward should be appointed to provide coffee and cakes at fires. About this time one of the engine companies located in the old sixteenth ward had a bitter quarrel with an official from this ward. A murder had been committed, and it was generally believed that one of the members of this company had perpetrated the act. Friends advised Mr. Tiemann not to meddle in the matter, as it would cause him trouble. But the fire laddies urged him to lock up the building. Going to the engine-house one night, he found the lights burning but nobody there. He went to a hardware store, bought some locks and fastened up the building. The next day the common council disbanded the company and sent their engine to the corporation yard. Mr. Tiemann was always opposed to the system of bunking. When he became mayor the bills for fitting up the engine-houses were ridiculously extravagant.

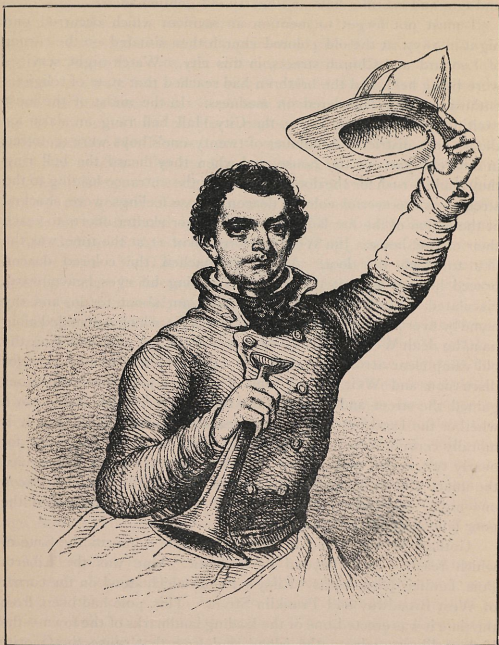
He always held the opinion that bunking precipitated the dissolution of the Old Volunteer Department. It was the old gentleman's custom, when mayor, to frequently spend the night at his old friend Peter Cooper's house. One morning about four o'clock, in the year 1858, there was a loud hammering at Mr. Cooper's door, and in answer to the persistent knocks a fireman asked the mayor for an order to blow up a building that was burning in Fulton Street. The mayor dressed and went down to the scene of the fire, where he found two steam-engines vigorously playing on the burning building. "You don't want to blow up any buildings, said his Honor; these engines will put the fire out," and put it out they did.

Mr. Tiemann takes great delight in talking about Third Avenue when that thoroughfare was a bleak, desolate road, paved and graded by prisoners from the Penitentiary, each of whom had a ball and chain attached to his ankle. The journey in those days from Twenty-third Street to the city proper was made in stage-coaches, and it usually took half a day to make the round trip. The venerable ex-mayor never ran for a public office that he was not elected, his last candidacy being for State Senator, on which occa-

sion he beat his opponent, Harry Genet, better known as "Prince Harry," almost two to one. The ex-mayor has lived his three-score and ten, and is still a hale and hearty old gentleman.

I must not forget to mention an incident which occurred one night in 1857, at the old colored church then situated on the corner of Leonard and Church streets, in this city. Watch-night services were being held, and the brethren had reached that state of religious enthusiasm which bordered on madness. In the midst of the most exciting portion of this scene, the City Hall bell rang an alarm for the seventh district. A number of twenty-one's boys were scattered in different parts of the house, and when they heard the bell ring they made a rush for the door. Guarding the entrance leading to the street was a powerful colored deacon, whose feelings were shocked at the action of the fire laddies, in their helter-skelter efforts to reach their engine-house. Jim Weir, the foreman of 21 at the time, was the first to reach the door. As he approached, the colored deacon braced himself against the wall, and raising his eyes heavenward, ejaculated, "Lord, forgive me for what I am about to do, and thy name be ever praised!" and doubling up his fist, which resembled a big ham, he dealt Weir a powerful blow under the left eye, knocking the old vamp clear across the aisle into a pew. There was no time for discussion, and Weir picked himself up, and with his companions gained the street and attended the fire. It is not definitely known whether the Lord ever forgave the deacon for what he did, but it is morally certain Weir never did. He carried his eye in mourning for nearly two weeks, and the jokes of his friends as to how he received the injury almost drove him mad. He accidentally met the deacon one night, and before the latter could escape, Weir pummeled the poor fellow almost to a jelly.

Gotham at one time had two picturesque adjuncts, the fame of which reached even beyond the Atlantic. One was the Liberty Pole, familiarly known as "Riley's Pole," which stood on the corner of West Broadway and Franklin Street. This pole had been, from the time it was erected, one of the leading landmarks of the town—the highest liberty pole on the island, and from that cause the favorite resort for ambitious engine companies, when anxious to test the throwing capacity of their machines. Its height has always been given at one hundred and thirty-seven feet.



James Gulick.



After its final removal in 1858, crowds of people used to visit the site, and talk over old political excitements, by the side of what formerly was the pole itself, then consisting of three divisions of timber, still in a sound condition, except at the bottom. This liberty pole had its history, and as such possessed an interest to all New Yorkers, especially those of the Democratic party.

First put up on Washington's birthday, in 1834, with all the pomp and parade befitting the anniversary itself and the object of the inaugurators, the hope and the expectation was that the pole would long remain a sort of beacon to all Democrats, at whose exclusive cost it had been prepared and erected. On the day named, among those who participated in the ceremonies were the New York Cadets (J. Riley, commandant), the Veteran Corps and the U. S. Marines. Speeches were made, toasts given, and altogether the day went off in the most brilliant style.

But the pole was not to remain unmolested for any long time. Struck by lightning in the summer of 1835, the only resource was to take it down and have another put up on the site. This second erection, like the first, was paid for by the Democratic party exclusively, and took place very soon after the accident occurred.

The more recent removal of the pole, while it had invoked old political memories and regret for a time-honored object, had not been lost, however, to some more practical object. The determination was formed to have the ancient Republican sign up for a third time, and, in furtherance of this, a committee of Democrats held one or two preliminary meetings at the Museum Hotel, in the immediate vicinity of the site, in the hope of seeing the stars and stripes wave again from their old eminence. The pole, however, was never erected after being taken down in 1858.

The other adjunct to which I would refer is the "Bowery Boy." Well do I remember the interview that Thackeray had with him one night on the corner of Bowery and Canal Street. The specimen was one of the best, and Thackeray, just to try him and see what sort of a creature he was, went up to him and said: "My friend, I should like to go to Broadway." "Well," replied Mose, in his peculiar drawl, and looking patronizingly at the gray-haired novelist, "you can go, sonny, if you wont stay too long." This satisfied Thackeray that the Bowery Boy was a queer customer. But the

specimen he met was more polite than one accosted in the same way by another stranger. "My friend," he said, "I want to go to the Astor House." "Well," said Mose, without taking the "Long Nine" cigar from between his lips, "why in —— don't you go?" This was a real Bowery boy of old times. But the Bowery boy really has disappeared. A few relics of him may still be seen in out-of-the-way places, but the man himself is gone. He began to die when the Old Fire Department was disbanded, and he is now little more than a tradition. The Bowery boy was usually to be seen between Grand Street and Chatham Square. That neighborhood is now almost



Luke C. Grimes.

entirely given over to lager-beer saloons and disreputable music-halls. Twenty years ago it was one of the head-quarters of the gamblers, but you find none of these gentry of any importance in the neighborhood now. No quarter in New York has changed more than the Bowery. It used to be a very good place for business, and a number of large dry-goods stores were there. The Bowery boy himself has left no successor. We have roughs and rowdies in abundance yet, but they

are all of a brutal type, and no more like the Bowery boy of twenty years ago than the Fifth Avenue swell, with a round piece of glass stuck in one eye, is like a gentleman.

The most prominent character who daily frequented "Riley's Pole" to discuss politics and recount the deeds of the members of 5 engine was Fred. Kohler, at one time an alderman of the old sixth ward. He was the bosom friend of Dave Broderick, and when the latter went to California, Kohler accompanied him, and the two formed a partnership in the smelting business in San Fran-

cisco. In 1865, "Fred." died there, and the "Firemen's Journal" of that city, in speaking of the death at the time, said:

"On Wednesday morning, December 7th, Frederick D. Kohler, a pioneer citizen of San Francisco, and first chief engineer of the Fire Department, departed this life after a long and suffering illness. It is true, he was confined to his bed but a few days prior to his death, but for nearly two years he has been a great sufferer, his disease being that of the kidneys. Mr. Kohler was one of the most popular men in the city, of excellent and genial disposition, and of great social qualities, and of a kind and sympathizing nature. In New York and in this city he held various positions of honor, trust, and profit, and in every relation was universally respected. He was at one time an assistant engineer of the New York Fire Department, and was the first chief engineer the San Francisco Fire Department ever had, being first appointed by Alcade J. W. Geary, afterward elected by the firemen, among whom he was always beloved and respected.

"He was the cherished friend, companion, and partner of Broderick, and that great man always alluded to him in terms of affection and esteem. Upon the announcement of Mr. Kohler's death, Chief Engineer Scannell caused the Hall bell to be tolled in respect to his memory. The flags of the different engine-houses, of the Pioneer Society, and the city flags were placed at half-mast. His funeral took place on Thursday afternoon, from the hall of the Pioneer Society, of which he was a member, and was largely attended by that association, the firemen (active and exempt), and his friends generally—the services being conducted by the Rev. Albert Williams, chaplain of the Pioneers, and the Rev. Jesse T. Peck. During its progress through the streets to the grave, the Hall and other bells were tolled.

"Kohler and Hossefross — the two first chiefs of the Fire Department—have both gone to their last home. One by one they pass away, and their foot-prints on the earth are effaced by the hurried tramp of the living. One by one they pass away, and the places which knew them once shall know them no more forever."

Mr. Kohler served his time in Engine Co. No. 5, of this city. He was elected assistant foreman under Wilson Small. When Mr. Small was elected an assistant engineer, Mr. Kohler took his position as foreman. He followed Mr. Small also as assistant engineer,

in which position he served five years under Cornelius V. Anderson. He was a genial, kind-hearted gentleman; as gentle as a woman, yet one whose determination and prowess, when aroused, caused general respect from all evil-doers. Beloved and respected in this city, it is grateful to his old friends to know that those of his later life learned to love him as well.

Among the many brave fellows who held a rope and carried a pipe when the Vol- unteer Department was in its friends of mine. One was a large, powerfully built man, as a kitten, but brave as "Iron-Fisted Joe." The other was smaller in stature, but equally as gentle and "Handsome Tom." Both have



long since answered the "general alarm," but their memory will be ever green with those now living and who once ran side by side with them to the summons of the fire-bell in olden times. I met "Joe and Tom" in the Atlantic Garden some years ago, and not having seen them at any of their old haunts for some time previous, asked the cause of their absence. It was a strange and peculiar story they told me, and I will here relate it. At one period of their lives Joe and Tom ran one

of the many museums which here and there dotted the Bowery, and was known as the "Great American Museum of Art and Wonders." Having collected a few dollars together, they decided to seek pastures new and fields green. Accordingly, they secured a number of curiosities and engaged the services of three fascinating young women, "Carrie Morton," "Lulu Fielding," and "Amy Burdock" by name. The combination was of the variety order and consisted of an automaton and mysterious table, together with performances of legerdemain, necromancy, illusions, singing, and dancing, with "Punch and Judy." The company finally took passage from this city, and in due time arrived at Vera Cruz, their destination.

The first performance given by the troupe was a success in every particular. Miss Morton threw her hearers into ecstasies by her clever impersonations and vocal accomplishments; Miss Fielding mystified her audience in her character of "Fatima" in the



mysterious table, and Miss Burdock was an enigma to all in the performance of her second-sight business. Professor Ravello (my friend Tom) manipulated cards in a more scientific manner than he ever did in the Bowery, and the handsome Professor Ruez (Joe) lectured brilliantly on the various wonders collected within the museum.

The troupe remained in Vera Cruz for some time, with great success, and then proceeded to the City of Mexico. An inducement was offered the managers to visit Batopilas, in the north-western part of the country; and after satisfying themselves that the undertaking would be an advantageous one, they concluded to go. Their success in this place was beyond their expectations, and without doubt the "G. A. M. O. A. A. W." would to-day be a feature of Batopilas had not a tragedy occurred there which for fiendishness of purpose has seldom darkened the annals of crime.

Batopilas was one of those peculiar places whose inhabitants had a strong objection to early hours. The streets were very long, and the houses of unequal sizes, and of the most varied and incongruous styles of architecture. At one corner a row of stuccoed, pretentious villas, all steps and portico, stared down upon humbler neighbors with an air of vulgar display. About midway down this street stood a low-roofed brick building, with large letters over the entrance announcing to all who passed that way that within a museum of art and wonders was confined. On the corner below stood a huge, glaring gin-palace, in all the tawdriness of dirty paint and tarnished gilding. In the fascia over the window of one of these stuccoed villas was the inscription, conceived in the ostentatious spirit peculiar to the locality, "Señora Gomoza, fancy repository and cigarette divan." Señora was truly a beautiful woman, but the life that she had embraced had by degrees obliterated from her mind everything womanly. Loose black hair hanging down below her waist in the most charming disorder, a face finely cut, and so sweetly pretty that the beholder was struck and "spoony" at once; the soft, delicate neck,—but, better far, the sweet little mouth, with the finest of teeth of a transparent hue; her eyes—flashing orbs—soft, melting, yet, withal, a fire in them—a fire that had made many a man quail before them,—surrounded with a number of handsome though fallen beauties, the fame of Señora Gomoza had traversed leagues, and her admirers,



from all ranks, were legion. Among those who had become thoroughly enamored of the fair señora was a young, wealthy, and handsome fellow named Perez, who at the death of his father fell heir to an immense fortune. Having collected about him a number of fast acquaintances, it was his custom to plunge without reserve into the most depraved debaucheries that an unbridled passion was capable of.

Among the many who attended the performances at the Museum were Perez and his dissolute companions. On occasions the fair señora could be seen in the audience. It was during this period that the charming beauty of the Misses Morton, Fielding, and Burdock captivated the fancy of Perez and his companions—Perez particularly, who, having tired of the Mexican siren, transferred his affections to Miss Morton; and the other ladies were no less successful in securing ready admirers. In a large room immediately over the gin-palace spoken of above, the actresses, with their escorts, would nightly repair after their performances had concluded, and amid the jingle of glasses and the songs of ribaldry, the orgies continued, until overcome by potations, they dropped like swine in a drunken stupor upon the floor, where they remained until the following day.

It is not to be wondered at that the unhappy señora felt her position keenly, and her reflections were rendered almost beyond endurance at the thought of her lover and his companions not only being estranged from her, but her coffers being sadly depleted. Rendered lynx-eyed by jealous fears and misgivings, she began to look around her rather sharply for means whereby she might remedy the evil. With a disposition fiery and vindictive, the beautiful siren was not a woman calculated to lead back her truants to their allegiance. That her course was a terrible one the sequel will show.

One morning the "Professors" "Tom and Joe" were discussing some new plans as regards their already prosperous combination, when "Joe" suddenly ceased talking and remarked to his partner:

"There he is again. The first time I saw him was at the second burning of the old National Theater in New York, in May, 1841. The next time I saw him was at the bar of the gin-palace on the corner below our museum. This is the third time, and on every occasion he has been differently disguised. Now he appears like a respectable tradesman of a serious turn. I should like to know who



An Old Print Descriptive of the Enthusiasm during Gulick's Campaign.

and what he is. That face is certainly a study. Eyes small, cunning, and restless; lips thin, hard, crafty, and cruel; hair rusty red; complexion fishy. And there is a mark of an old scar or gash on his left cheek. That scar awakens old memories, Tom. You remember the old National was burned by incendiaries, though at the time the fact was not fully known. Just before the fire burst through the box-doors, and within fifteen minutes of its discovery, I saw it breaking through the back of the theater, and simultaneously I saw a man rush suddenly for the door near where I was standing. I attempted to stop his passage, when he flourished a knife in a threatening manner, and swinging my trumpet I dealt the fellow a blow across the left cheek. I saw the blood spurt and the fellow stagger against the wall, when a volume of smoke filled the passage-way where I was standing, and drove me back into the street. I then lost all traces of the mysterious man, and the other day was the first time I have seen him since that memorable night in 1841. I would know him out of a thousand."

The stranger, twisting his snake-like eyes up to "Joe's" window, noticed that he was watched, and he shuffled off. As he slunk along the pavement, he cast his restless eyes from side to side with the keen, furtive glance peculiar to him. He passed along till he came to the "Divan" of Señora Gomoza, where he halted for a moment and then entered.

That night "Joe" was unable to sleep, and he started out for a walk. Upon his return later, he thought he would pass by the Museum. When near the building he met the stranger again, and though he was dressed different than he had before seen him, he nevertheless recognized him as the same party. Suspecting that something wrong was about to happen, he determined to secrete himself in a door-way and await results. Having remained in concealment for some time without anything happening, he returned to his room and retired, not however without strong misgivings. He had been in bed but a short time, when he was awakened by an unusual noise beneath his window, and looking out saw the heavens aglow with a blaze, and people hurrying in the direction of the flames.

While viewing the sight, word was brought him that his museum was afire, and accompanied by his partner "Tom," the two immediately repaired to the scene. On their arrival the structure was a

smoldering mass of ruins, as were also the buildings adjoining. On this occasion the fire apparatus worked by the firemen was that formerly used by the Old Volunteer Department of this city, and was immediately recognized by "Joe" and "Tom" as "old-time rocks." As the fire-fiend had done its work, there was nothing left but to grin and bear it. "Joe," however, could not help connecting the meeting of the strange man that night and the burning of the building as a strange coincidence, and mentioned this fact to the police; but nothing ever resulted from the clew given.

While the mystery connected with the burning of the Museum was still being discussed, a report came that a terrible tragedy had been enacted but a short distance from the burnt building, the facts of which sent a thrill of horror through the veins of the listeners. It appears that Perez, with his dissolute companions, as was their custom, held high carnival at their parlor on the night of the fire. The owner of the place, thinking it proper to inform his patrons of the conflagration, knocked at their door, but received no answer. Alarmed at their unusual silence, and perceiving that the corridor was filled with a peculiar odor, he began a furious rapping, but with no effect. Procuring a ladder and placing it against a window, looking into the room, his gaze met a sight that chilled his very blood. Lying in an almost nude condition upon the floor and lounges were the forms of the men and women; Miss Morton lying on her back with her throat cut from ear to ear, while near her lay Perez with his face downward. Miss Fielding lay upon a lounge with two stab wounds in her breast, while Miss Burdock crouched in a heap in a corner of the room.

Assistance was immediately procured, and it was discovered that Miss Morton, Miss Fielding, and a male companion named Ignez Remundo, were quite dead. Perez and Miss Burdock, together with a young man named Guiula, were quickly removed, and after great difficulty brought to consciousness. Miss Burdock was badly wounded in the left thigh, the cut being within a hair's breadth of the femoral artery. Guiula was also wounded, but slightly. In a large pan at the side of the room were the dying embers of a quantity of Muskapacha herbs, the fumes of which are considered deadly poison, and which were purposely used as a last resort in the event of the assassin failing in his purpose.



Miss Burdock, when sufficiently recovered, stated that having dined and drank on the night in question, they began conversing on different topics, and finally entered into a series of drunken revels which soon rendered all unconscious. She was sitting in a recumbent position when she awoke to consciousness, and immediately perceived a strong odor of smoke pervading the apartment. The light of the lamps burned upward, and as she gazed about her she beheld the ghastly pictures of Misses Fielding and Morton, and the recumbent figures of the men on the floor. She tried to spring to her feet, terrified into rapid action by what she saw, but her first inhalation of the fume caused her to fall back on her couch gasping for breath, sick and faint. She succeeded in enveloping her head in her skirt, and for a time escaped breathing the strange and sickening odor; but as she soon cast aside the folds to peer about, and intending to escape from the room by the door, she again inhaled the murky air, and, with a low cry of despair, sank down as camels do when the blasts of the simoon sweep over them. Thus afflicted, she remembered not how long she remained. It seemed to her that hours had passed in dead silence ere she became conscious that some one was rapping furiously somewhere not far from her.

At first she was not able to locate the direction of this rapping, the only effect being to rouse her to consciousness simply. She opened her eyes, and it seemed to her as if the effort to do so simple a thing required all the strength in her body. The air of the apartment by this time was perfectly clear, and the lamps were burning as brightly as before. Turning her head with great effort, for all her muscles seemed limp and lax, she saw the prostrate forms of her friends lying motionless on the floor. The furious rapping, which ceased for a moment, began again. She then perceived that the rapping was from without. She made another effort to speak aloud, to scream; but her voice was only a husky whisper, appalling to her ears alone. With one desperate effort she attempted to rise from the floor, but she could do no more than she had already done. The blows against the door ceased, and silence, intense and awful, again reigned for a time. Then a noise in another quarter attracted her attention. This time the noise was at the window, and as she turned her eyes in that direction she heard the crash of glass, and saw the face of the landlord. A rush of cool, fresh air poured into the room when



the sash fell through, and as she inhaled it, new life seemed to fill her heart, and her hitherto stagnant blood began to flow and throb in her veins.

Perez lingered for a few days and then died. Guiula partly recovered, but subsequently died. Miss Burdock took passage for New York, and "Joe" and "Tom," after an ineffectual attempt to ferret out the guilty parties in this terrible tragedy, left the place in disgust and came to New York.

Gomoza was arrested on suspicion, but the evidence failing to bear out the charge, she was released. During her confinement a mob entered her villa, drove the inmates into the street, with instructions to leave the city, and then destroyed everything within the building. Gomoza, after her release, succeeded in leaving the city in disguise. Had she not, she would undoubtedly have been murdered by some of Perez's friends.

The strange man who from the first aroused "Joe's" suspicions was never seen afterward. Joe told me that he believed Gomoza hired him to commit the terrible deed, whereby she might be revenged for her imagined wrongs. That he managed to escape detection was a mystery to all, but the theory was that during the excitement consequent upon the burning of the museum, he murdered the unfortunates while in their drunken stupor, and then fled the city.

As I referred to that popular and genial old "vamp," Jim Gulick, in another part of this sketch, a few words for one of the most industrious and competent firemen that ever held a rope or ran to a fire, will not be amiss here. In 1831, Jim entered upon his duties as chief engineer of the Department, and his promotion to this post of honor was received with the most flattering assurances of respect and loyalty from his brother firemen. The many tokens of esteem which Jim received at the hands of his friends in the Department became the talk of the town, and naturally provoked considerable jealousy. Political factions had sprung up about this time, and the firemen played an important part in their formations. In May, 1836, the political climax was reached, when the Common Council removed Jim from office and placed in his stead John Ryker, Jr. To the majority of the firemen, this uncalled-for act was considered a gross insult, and by a unanimous vote nine-tenths of the Department resigned, at the same time declaring themselves ready, at a

moment's notice, to resume fire duty in case of the restoration of their chief.

As the time wore on it became quite evident that the chief was not to be restored to his well-won position, and it was then decided to present his name to the public for their suffrages. He was accordingly nominated for the office of Register, and in 1836 was elected by a majority of 6054 votes over Tammany's candidate. In the spring of 1837, the political condition of things had changed, and Chief Ryker was removed from office, and in his place Cornelius V. Anderson was appointed.

Many of my readers will remember the excitement that was occasioned when it was announced to the firemen that Chief Gulick had been removed. Union Market, at the junction of Houston and Second streets, had caught fire, and there were strong reasons to believe that a disastrous conflagration would ensue. The fire was at its height, when old Bob Hubbs walked up to the chief, who had just stopped in front of 8 engine, and exclaimed:

"Boss, your throat is cut!"

"It can't be possible!" replied Gulick.

"But it is," persisted Hubbs; "the Common Council have removed you."

Gulick at the time was wearing the broad back brim of his hat in front, so as to shield his face from the heat, as was often done at fires.

He withdrew a few steps, and then walked down the line silently and gravely, without changing the reversed position of his hat. His demeanor drew the attention of the firemen, one of whom asked the chief what was the matter.

"I am chief no longer," responded Gulick; "the Common Council have removed me."

Instantly the news was passed up and down the line, and almost before the appropriate comments had begun to fly the firemen had ceased playing their engines and were taking up their hose. Eight engine insisted upon throwing water upon the burning building, and as a consequence its hose was cut several times. In the meanwhile Gulick had retired to his office in Canal Street, and word was sent to Mayor Lawrence that the conflagration was progressing and that the firemen had refused to work. The situation by this time had assumed an alarming aspect, and it was feared that the entire city would be



Giving Succor to the Victims of a Fire. A Scene in Engine 5's House.

consumed. After some delay Mr. Gulick was found by his friends, Mr. Carlisle Norwood and Mr. Benjamin L. Guion, who, encircling their arms into his, led him back to the scene of his labors. The chief then assured his fellow-firemen that he had not been deposed, and with a shout that could be heard fully a mile, the faithful fellows resumed their labors, and in time succeeded in extinguishing the fire. But poor Gulick had been removed, his denial of the fact to the contrary notwithstanding. It was shortly after that Jim was nominated for Register, and the excitement consequent upon his nomination had not a parallel in the political history of the city before, and probably has not had one since. As the congregation came out of St. Patrick's Cathedral one Sunday morning the following handbill was shoved into their hands. It read:

“WHO SAVED THE CATHEDRAL?

JAMES GULICK.

VOTE FOR HIM FOR REGISTER.”

Though the Democratic and Whig party endeavored to form a combination with the firemen, the proposition was ignored, and the fire laddies elected their former chief by the largest majority ever given to a candidate up to that time.

As a proof of the hold Jim Gulick had upon the affections of the firemen, I might mention the following incident: “On the 4th of January, 1835, a fire broke out in Centre Street, adjoining the works of the New York Gas Company, which destroyed two houses. Against the gable end of one of the burning buildings a large number of barrels of resin were piled. The firemen worked diligently to save these by rolling them into the street, and the night being intensely cold, some one kindled a small fire in the street with a part of the contents of a broken barrel, which the workmen employed by the Gas Company attempted to extinguish. They were warned by the firemen to desist, and a big, brawny fellow, who insisted upon putting out the fire, was shoved away. Thereupon a large number of his friends attacked the few firemen around the fire; other firemen



flew to the assistance of their comrades, and a regular fight ensued, the firemen being victors, of course. Gulick heard of the *mêlée*, and, hastening to the scene, exclaimed: "What does all this shameful conduct mean at this moment?" One of the workmen flew at him and struck him from behind over the head with an iron bar. His fire cap, however, protected him from serious injury. Turning upon his assailant, the powerful chief pursued him across the ruins of the fallen wall and threw him down upon the bricks. Immediately some thirty or forty workmen suddenly rescued him; the cry was raised, "Men, stand by your chief!" and in a twinkling the assailants were quickly routed, and took refuge in the gas house at the corner of Centre and Hester streets. Gulick, by almost superhuman efforts, got into the gas house first to prevent the excited firemen from entering. Amid volleys of coal buckets he called upon the rioters inside to behave themselves and they should be protected. He was replied to by being rushed at with a red-hot poker; but, fortunately, his trumpet was under his arm, with its large bowl in front of him, through which the poker passed. He jumped from the stoop, crying, in stentorian tones: "Now, men, surround the house; don't let one of them escape!" They were all, or nearly all, arrested and locked up, and pretty well thumped to boot. The affair came very near being disastrous for all concerned, for, like all other riots, matters were carried to extremes, and the excited firemen, now complete masters of the situation, rushed into the gas house and attempted to destroy the machinery, thereby incurring imminent danger of a dreadful explosion. No general ever had soldiers more willing to sacrifice themselves in his service. If Gulick had manifested the slightest intimation of indifference to the next move of his fearless men, the scene of their victory would soon have been in flames."







## VI.

**T**HERE are many of my readers who can recall the bitter warfare which was carried on at one time between Stephen H. Branch and old Chief Carson. Branch used to teach persons to read and write, and among his pupils was Alfred Carson. When Branch demanded payment for his services Carson laughed at the old man, and handed him a counter-claim for clothes and board for seven years. This was the straw that broke the camel's back, and for weeks afterwards Branch deluged the newspapers with a number of racy articles concerning his relations with Carson. He taught Carson at the time the latter presented his famous tank communication to the Common Council through Alderman Thomas Christy, proposing to construct a tank on the summit of the City Hall, huge enough to hold water sufficient to quench all the fires in the Fifth, Sixth, Seventh, and Eighth fire districts. Though Mr. Branch always considered this proposition a rational and perfectly practical one, he had reason to believe that it was suggested by Carson's precocious son to his unsophisticated dad, and that the aldermanic reformers grossly slighted daddy by rejecting, in utter silence, his invaluable, astonishing, and almost supernatural conception of the immortal tank.

The resolution at the time created considerable merriment, and the attempt to soak the heads of the habitués of the New York City Hall was heralded all over the country. In the course of one of his philippics against Chief Carson, Mr. Branch says:

"I also taught one ex-chief engineer of the Fire Department, Alfred Carson, eighteen firemen, twenty-three policemen, three American pugilists, two English pugilists, and two Irish pugilists, one of whom was Yankee Sullivan."

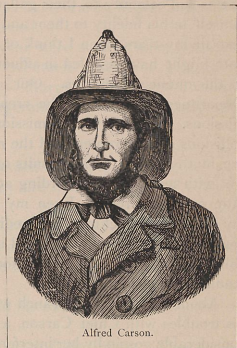
Here he tells who wrote the reports.

"I wrote the annual reports of Alfred Carson, Chief Engineer of the Fire Department, hurling arrows of political death against the corruptionists. Although I taught the aldermen and assistant aldermen of those memorable years to spell, read, write, and cipher, for my subsistence, yet I did not spare them in the Carson reports, because I desired to improve their minds and morals at the same time.

"Alfred Carson asked me to write his annual report of 1850 (with his statistics before me), and I could not leave him during his terrible struggle with the politicians, without assuming the position of Judas to the Saviour."

It would seem from the following that Chief Carson pleaded poverty to his old teacher on some one occasion, for the latter sarcastically says in his last letter to the public:

"My fidelity to Carson and the reform Common Council is the source of my present misfortunes. Poor Carson! I pity him. On Wednesday last he told me that he did not know where to get bread for his wife and six children, and his father and mother, each nearly eighty years old. His landlord threatens to sue him, and he knows not what to do. This seems a hard fate for a man who has been an active fireman twenty-five successive years, twelve years assistant engineer, without salary, and nine years chief engineer. Soon after his memorable defeat, the noble firemen appointed a committee to present him a substantial testimonial. Five months since, com-



Alfred Carson.

plimentary resolutions were presented to him, which were published in the newspapers, accompanied by a check for \$1400. The treasurer of the committee whispered to Carson not to present the check, as he had not so much money in bank. Carson still holds the check, and has visited the treasurer about one hundred times, from whom he has obtained, in five months past, only \$200 up to Wednesday last, when Carson told me he did not expect he would ever be able to obtain any more. Many a gallant fireman will weep at this sad calamity to their gallant and honest chief, who sacrificed himself in his fidelity to them and to the citizens at large. I cannot restrain my tears when I think of his misfortunes and my own. We both might have revelled in affluence if we had bartered our integrity to the municipal thieves. Our operations in the Fire and Police Departments resulted in the creation of the Fire and Police Commissions. The Fire Commissioners have suppressed the bloody collisions of the firemen, and the results of the Police Commissioners are in the future. The results of our labors are a pillow cold and wet with tears. I am boarding at a restaurant on credit. I have an attic room on credit. Even my faithful Irish washerwoman washes my shirts and stockings on credit, to whom I owe \$30, who often comes in the cold and snow and implores me to relieve herself and children with coal, shoes, and food, and from the demands of her landlord for rent."

About the time Mr. Branch was giving the public a history of his troubles with Chief Carson, a former landlady of his occasioned considerable gossip by her interference in a matter of the heart, which concerned only a prominent fire laddie and a well-known belle of the old seventh ward.

My story, briefly told, opens on a warm June night in 18—, and the last impression that Lilian Byrne received was that of a tall, graceful figure vanishing through the dusky gloom, while his good-night words lingered pleasantly with her.

"Remember, Lil, if you are not at the picnic to-morrow, I shall not care a fig for the whole affair. Don't forget that you promised me that you will be there."

"I am not in love with him," Lilian said to herself, as, returning to the parlor, she sat down in the tender dusk, letting the curls droop over one slender hand that supported her head as she mused and

dreamed. "Of course I am not in love with him," she thought, feeling the warm blood flush to her very temples at the word. "I have only known him a month. I wonder if he really cares so much whether or not I go to the picnic?"

She was a sweet little girl, with bright, fair hair, and heavenly blue eyes, and Charlie Fitzgerald, the handsome young engineer of the Fire Department, thought her the loveliest creature he had ever seen in his life, and particularly this evening, as he went homeward to the boarding-house where he was temporarily living, and whose major-domo was Mrs. Margaret Russell.

Margaret Russell and Lilian Byrne were both women, but there all analogy ceased. Lilian was seventeen, Margaret was forty; Lilian was fresh, fair, and a maiden — Margaret faded, and a widow.

"A delightful evening, Mr. Fitzgerald," Mrs. Russell gayly said, as he came up the steps.

"Yes," he assented.

And then Mrs. Russell edged herself a little to one side.

"Won't you sit down, and enjoy the moonlight a little while?" she asked persuasively.

"Thanks!" he said. "I am in a hurry."

And rather dissatisfied with the indifferent success of her attempt at sociability, Mrs. Russell turned to another of her lodgers, who was sitting inside the window.

"I suppose he prefers a cigar in his own room to the society of ladies," she remarked.

"But maybe he is in a hurry to go and see Lilian. They say he is making up to her."

"Lilian!" echoed Mrs. Russell scornfully. "Why, she is a mere child, with yellow hair and great big blue eyes! Nobody could see anything in her to admire."

"Well, you know there is no accounting for tastes. What I say is only what I have heard, and I have heard that they are engaged, or next door to it."

"I don't believe a word of it!" Mrs. Russell said energetically.

"That is as you please."

But whether or not Mrs. Russell believed the rumor, the tidings annoyed her; and when Mr. Fitzgerald had gone out later, she went upstairs, ostensibly in her character of lodging-house keeper, to see

that Mr. Fitzgerald was well supplied with towels and fresh water, but really to look about a little.

She never expected the good fortune that befell her. She had thought it just possible that Mr. Fitzgerald might have written or received a love-letter, and possibly laid the torn fragments conveniently in his waste basket.

But it was not scraps — it was an open letter — yes, actually an open letter on the table, the envelope addressed to Mr. C. Fitzgerald, and the sheet beginning "My dear Charlie — my dearest husband!"

As if every muscle in her body was suddenly changed to iron, Mrs. Russell became straight and rigid in an instant.

"Oh, my!" she gasped. "Don't let me judge my fellow-creatures too rashly. Let me look at the signature. Oh, dear! oh, my gracious! if it actually isn't 'Your own loving wife Bessie!' Oh! how faint it makes me! To think—to think he is a married man! How thankful I am I never encouraged his sinful attentions! Well, Lilian will have her own boldness to thank for this; I always knew that girl would come to harm, with her mouth always on a broad laugh, for nothing in the world but to show her teeth, just because they happen to be white and regular—false teeth like as not. Yes, it's my duty to warn that girl—my painful duty; but Margaret Russell never yet shrank from duty."

Ah, if poor little Lilian's skin had been less like a rose-petal, her eyes less lovely blue, Mrs. Russell certainly would not have taken such fervent pleasure in performing her "painful duty."

Lilian was all dressed for the picnic the next morning, and looking as distractingly pretty as only a blonde can look in pure white muslin, when Mrs. Russell was shown into the room.

"Ah, you look very nice, Lilian; but remember that all flesh is grass."

"Yes, I know it. Did you wish to see me, Mrs. Russell?"

"Yes. Going to the picnic?"

"Yes," Lilian returned marveling.

"I suppose Mr. Fitzgerald is to be there?"

"I—I believe so."

"Then don't you go."

"Why not?" Lilian asked, arranging the hyacinth bells in a rich, blue cluster for the waist of her dress.



Mrs. Russell closely watched the slowly crimsoning cheeks.

"People say he is sweet on you, Lilian."

"Well, then, people had better mind their own business," Lilian flashed back.

"Lilian," Mrs. Russell went on, "I have come to warn you. Beware of that man — beware of him!"

"What do you mean?"

"Just this — Mr. Fitzgerald is a married man!"

"What utter nonsense!" Lilian cried, angrily and incredulously.

"It is not nonsense, and I know it," Mrs. Russell said. "I have seen a letter from his wife — do you hear that, Lilian Byrne? — from his wife, written to him!"

"Did he show it to you!"

Slightly discomfited, Mrs. Russell was not yet to be routed.

"No matter about that. It is enough that I saw the letter. And, Lilian, as it is my duty to warn you, so it is your duty, and the duty of all young people like you and me, to punish his falsehood and deceit."

"Mr. Fitzgerald is nothing to me," Lilian said. "Good-morning, Mrs. Russell! Please excuse me; I am rather in a hurry."

And when Mrs. Russell was gone, she locked her door and sat down and cried until her sweet face looked like a drenched flower.

"And I thought he was so true, so grand, so good!" she sobbed. "Oh, how could he — how could he deceive me so wickedly!"

Miss Byrne was not at the picnic that day, and Charlie searched about the grounds until it was too late for any possibility for her arrival, and then went to see what had changed her resolution of the night before, and found her looking very cold, and white, and lovely as she sat alone on her porch.

"Lilian!" he exclaimed, reproachfully, "you promised me faithfully you would be at the picnic, and I find you here! Why did you ——"

"My name is Byrne," she said haughtily.

Charlie bit his lip.

"'Miss Byrne,' if it pleases you better," he said, with a half smile at what he believed to be a display of girlish dignity, "why did you deceive me so?"

"Why have I deceived you?" Lilian flashed. "Why have you deceived me?"

"I don't understand what you mean!"

"It strikes me you are remarkably difficult of comprehension this afternoon! However, I will put the question to you as plainly as possible, Mr. Fitzgerald. Why have you never spoken to me about your wife?"

"For a very good reason! I wouldn't be apt to speak about what I haven't got!"

"You are telling me a deliberate falsehood! You are a married man, and you have been playing a treacherous part all this while!"

"A married man!" he said, his voice thrilling with incredulousness. "You are talking in conundrums! I am not a married man, and I have been playing no treacherous part — to you, least of all, Lilian, my little golden-haired darling!"

And then what did Lilian do but begin to cry in the most undignified fashion.

"Then what did Mrs. Russell mean?" she demanded.

Fitzgerald set his lips tightly together.

"Ah! Mrs. Russell has been talking, has she? What did she say?"

"That you were married!"

"She must have gone crazy between spite and ill-nature!" Fitzgerald exclaimed, angrily; "I shall not allow her tongue to wag after this fashion! Lilian, will you walk down there with me?"

As a consequence of this invitation, Mrs. Russell was considerably startled by the appearance of Mr. Fitzgerald and Miss Byrne, as she sat darning the household linen in the dining-room, and secretly bewailing that no one had invited her to the picnic.

"Mrs. Russell," Fitzgerald said abruptly, as he entered the room, "what is this story that you have been telling Miss Byrne about me?"

"I told Miss Byrne no story; I told her only the truth."

"What is the truth, then? Suppose you tell me."

"That you are a married man — a villain — a deceiver! There, now!"

"Yes? Show your proof, if you please!" Fitzgerald requested, calmly.

"I can do it. A letter from your own wife, upstairs, in your own room on your table."

"A letter directed to me?"

"A letter directed to Mr. C. Fitzgerald."

And then Mr. Fitzgerald laughed heartily, while his lip curled with a sneering expression.

"Exactly; but there are more Fitzgeralds than one in the world; for instance, my twin brother Charlton, to whom that letter was written by his own wife. Possibly, if you had taken the trouble to read the whole, instead of a part, of what was not intended for your eyes, you would have seen that the letter was sent on for me to read, solely because my sister-in-law, 'Bessie,' alludes playfully in its pages to the loss of Charles's heart to this young lady at my side. I will show you the letter, Lilian."

"But I would not read it," she said, lifting her expressive blue eyes to his face. "I don't deserve to read it. How could I be so wicked as to believe a syllable against you?"

"As for you, Mrs. Russell," Fitzgerald went on, "I can only recommend to you to follow out hereafter what might have been called the 'Diamond Rule'—mind your own business."

After all, Lilian went to the picnic late that afternoon, and was particularly noticed on account of her exuberance of spirits. Three weeks from that day she was married to her fire-laddie lover, and both are alive to-day, enjoying health, wealth, and popular esteem. Mrs. Russell, it may be observed, was not present at the nuptials, but "Schoolmaster" Branch was; and before leaving the newly married couple that night, he presented them with the following sentiment, which he composed for the occasion. It is entitled "Wedding Bells," and reads as follows:

Sweetly through the valley stealing,  
Borne upon the balmy air,  
Wedding bells are sweetly pealing  
For a happy youthful pair.

Hark! their merry tones resounding,  
Tones to every lover dear;  
They seem to say, while loudly sounding,  
"May God bless this happy pair."

May their love be true and lasting;  
Through this checkered, mortal life;  
He be ever faithful husband,  
She the steadfast, loving wife."

Peal on, sweet bells, we love your music;  
We love the joyous tone that tells,  
"Two loving hearts are now united";  
Peal on, peal on! dear wedding bells.

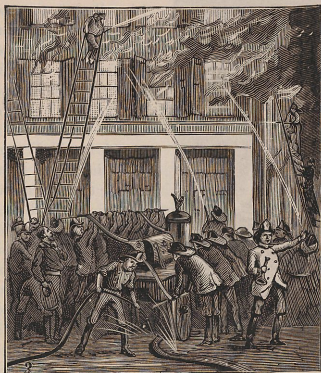
In looking over some old documents recently, I discovered a letter published in a San Francisco paper some years ago, and which referred to one of the most popular firemen in this city at the time of his departure for the golden hills of the Pacific. It reads as follows:

"To David Scannell, Chief Engineer San Francisco Fire Department: The undersigned members of the San Francisco Board of Fire Underwriters take this method of tendering to you their regard for the faithful and efficient manner in which you have discharged the duties of chief engineer of the Fire Department. In bearing this testimony to your character and conduct, they believe they express the opinion of the entire public. Without intending to be invidious, they take pleasure in saying that at no time since the organization of the department, of which you are the head, has it been more efficient."

I can recollect Dave Scannell many years before he left for the "golden" country. He was then cotemporaneous with a host of good fellows, many of whom have since died, and many more who have made their mark in the world. I presume that the San Francisco engineer has not forgotten old 39 and the crowd who followed her. Nor do I believe he has forgotten the pleasant evenings spent at the "Café de Comet." Even the writer cannot recollect who was the proprietor at that time, but will chance it that it was a joint stock hotel; perhaps Manny Kelley, if alive, could inform me. No. 39, with Jo. Jackson for foreman, was an institution not to be forgotten; and the sports of those years must come as fresh to the chief as to the writer.

Some of the celebrated members of the "Good Intent Volunteers" and "Skivers Association" are still about, but the greater

part have left New York to seek their fortunes. Chief Engineer Scannell was a choice spirit in the old party, and generally acted as floor manager to the "Good Intent" balls given at the Shakespeare Hotel. Four were given each season, and as an evidence of the good hours kept by the party, the ball broke up on two or three occasions at twelve o'clock. Some persons envious of the reputation of No. 39, used to say that the party left at these early hours because the musicians went on the "no pay, no play" principle. But "Bar-

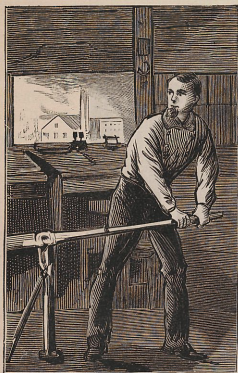


Old "39" at work.

ney on the railroad," "Orange County," "Long Dan Walmsley," and "Johnny Lord," always said that the promotion of early rising was the only reason. Andy Nesbit, Bill Ford, Charley Bartley, and Pat Closey were then a prime lot of young men, and believed in 39 as firmly as in their faith. Fat Jack Baulch, subsequently chief engineer of the Virginia Fire Department, learned his trade with 39, and was a journeyman fireman until he went into the fire business on his own account.



It used to be said that the only time "Dave" would get really mad was when the "June Bugs" were mentioned in his presence. The term "June Bug" was applied to certain firemen and fire companies who were made such, contrary to the wishes of the Department. They were forced on the Department to defeat C. V. Anderson, then chief engineer. At that time, the foremen and assistants elected the chief, and the Common Council made some fifteen fire companies in one night, that their officers could control the election. The firemen,



Ringing the Alarm.

however, refused to allow the "June Bugs" to associate with them, and as they had failed to accomplish what they were created for, the Common Council soon disbanded them.

A great friend of Dave's, an interesting character in his way, was old David Fenton. He was a bell-ringer on Centre Market from the time it was built until the bell was removed to the Marion tower, and on that station until he was removed by Fernando Wood, to make room for some political heeler. "Pop" Fenton was over eighty years old at the time of his removal, and up to the last time he struck the Marion bell he was just as full of fight as when he was on board a British man-o'-war in

1812. The old man used to dwell on this particular part of his history with much indignation. He was impressed from on board an American merchant vessel, and compelled to serve the enemies of his country. It was a sore point to jest upon; yet to get him earnest in the subject, one had but to express a doubt as to the fact of his being an unwilling sailor in that service. There is scarcely a fireman living to-day who served his time in the Fire Department, and who ran in the old Second and Third districts, but who recollects the old bell-ringer. Often have I hailed the bell with

the usual "Hello on the bell!" "Ay, ay!" would be the response. "Are you asleep up there!" "You wait till I can get down, and I'll show you whether I'm asleep or not!" would come back, and it was time to leave.

I can recollect many of the pranks the firemen would play on "Old Pop." One chap in particular, the old man knew by his voice, and all the hailing this fireman might give would not bring a response. I believe the old man watched carefully day after day for a voice such as this chap had. He had never seen him, and only knew him when he was hailed at night. The reason of this antipathy was that the bell-ringer was hailed one stormy night from the street, and the whereabouts of the fire asked, the light of which shone brightly. The fire was on Randall's Island, and the same question had been answered a dozen times before. It took three or four calls to get an answer, and the caller, who knew the old man well, thought he'd have some fun. "Where's that fire—are you drunk up there?" was the hail. When the ringer got ready, he answered: "On Blackwell's Island, where you ought to be!" Then commenced a conversation more loud than delicate; the old man offered him a week's salary if he would only stop until he could get down, but he who hailed the bell had succeeded in arousing the anger of the old watch-dog, and went away. He was one of "Pop's" most intimate acquaintances, and the old man told him the story, vowing vengeance on the chap if he ever caught him.

Harry Howard once got the old man angry by an insulting hail. Howard was then in the prime of his manhood, but the first time "Pop" caught him, he took off his coat for a square settlement of his difficulties, and Howard laughingly backed down. His associate ringers had their hands full to keep him from settling any disputes by fisticuffs. Once he did go at Garside, the bell-ringer, who sat him down in a chair, and told him he would keep him there until he owned up he was whipped. There is a report that "Pop" whipped Charley Baulch, and that parties had to go up in the tower to save him. The old fight was in him even when it was an exertion for him to climb up to the top of the tower, and I believe that he would have accepted a challenge from the youngest and strongest in the city.

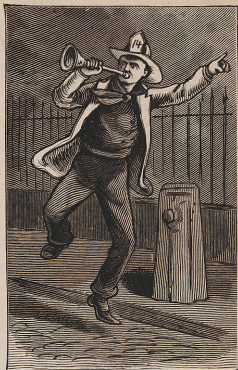
Jo. Jackson's silver trumpet will, no doubt, come home to Chief Scannell. The trumpet was a splendid one, but the rumor — false,

of course — that Jo. had to pay the bill himself took away the honor. I do not know whether the "Pacific Chief" was one of the crowd, or not; but there was a party "who wore a velvet jacket, and ran with Thirty-nine," who were in the habit of putting their coats up for three dollars in the loan office of the foreman of the company, and then refusing to turn out to fires until the garments were given back on long credit. They were a gay crowd, and could find sport, if there was any in the city. Dave Scannell has been one of the successful ones of his party. He is still chief of the Fire Department of San Francisco, and has gained a reputation which has extended across the continent. That he may be as prosperous during his future career as in the past is the wish of his many friends in this city.

That "Dave's" popularity is not in the wane was proven on his recent visit East in the fall of 1884. While in this city a banquet was given him at the Sinclair House, over which the venerable ex-Chief John Decker presided. During the feast of reason and flow of soul, the two chiefs recounted the reminiscences of their boyhood days, when both carried torches for their respective companies when running to fires, over fifty years ago. It was amusing to notice the younger members of the company listening to the old "vamps" telling their interesting narratives. Martin Keese thought he had experienced all the hardships of a fire laddie until "Dave" and Chief Decker had told some of their thrilling tales. Mr. Michael Crane, another guest, soon recognized that he had never done real fire duty, though there are many who will vouch for "Mike" as being one of the best firemen in the Old Department. As to the rest of the company, many of them moved restlessly in their seats and secretly wished they had not accepted the invitation to be present at the banquet. The next day Chief Scannell, under the escort of his old friend Judge Gorman, ex-fire commissioner, visited the headquarters of the Volunteer Firemen's Association in Eighth Street, and on the same evening he was present at the regular meeting of the organization, on which occasion he was unanimously elected an honorary member of the Association. In order to commemorate the occasion in a suitable manner, a special gold badge was ordered to be struck, and presented to Chief Scannell as a token of esteem and friendship from his old associates. Mr. Scannell is the only honorary member ever elected by the Association.

I was standing talking to a friend in Ann Street a short while ago, when my eyes rested on a tin sign nailed on the door of a house on the opposite side of the way, and on which was painted in large letters the number "13." I could not help going back in memory to about 1839, when this same house, then kept by Harry Venn, was one of the most noted of its kind in the city, and a favorite resort of the down-town fire laddies.

Well do I remember meeting there, on a warm summer's night in '39, Jim Ramsey, Reuben Ryder, Bill Ballou, Walter Hyer, Tom Lawrence, Hugh Lockhart, Bill Demilt and many others. Everybody was anxious for a milk punch, but none had the disposition to pay for the round. Finally Demilt and Lawrence offered to wager drinks for the party that they could climb to the roof of the City Hall and sit on the Goddess of Liberty which at that



Harry Venn, as Foreman of Old 14 Engine.

time surmounted the dome of the old hall-tower. The wager was immediately taken and the two left the saloon.

Old Conk Titus, a member of old 14, was at the time one of the bell-ringers on the City Hall. He was a lively old chap, ever ready for a joke, and equally ready to tell a good story in a style peculiarly his own. On the night in question, old Conk sat in the Hall lookout, with his weather-eye open to discover a smoke or light. Casting his eye on the roof, he was startled at seeing coming over the coping of the rear of the Hall a man's head, shortly followed by another. This was a mystery to "Conk," and as he did not believe in apparitions, he went down to see who it was that had the impudence, as well as the agility, to scale the wall of his post, when who should he find but Bill Demilt and Tom Lawrence; both had climbed up by the lightning-rod. "Conk" was not very choice in his language on



this occasion, and both men got a blessing in "Conk's" approved manner.

The matter was finally explained to the old man, and after a rest on the roof, both Demilt and Lawrence started upward on their journey and sat on the head of Miss Liberty. When "Conk" was asked by a delegation from Harry Venn's if the men had performed the feat, the old "vamp" confessed they had, and added that Tom Lawrence actually stood upon the statue. Of course the boys had their milk punches. The Tom Lawrence referred to here is the same who formerly belonged to 29 engine, then joined Hook and Ladder Co. No. 3, subsequently joined 14 engine and then returned to his old love 29. In 1836, 29 and 34 engines and Hook and Ladder Co. No. 3, were located on the corner of Christopher and Hudson streets, all being under the same roof. There was great rivalry between 29 and 34; the latter company was in good condition in point of numbers, but 29 had but a slim roll. In fact, for nearly two years the company did no duty. Finally, the members obtained an old engine, which had been in use for years by No. 7, and which 29's boys christened "Old Sal." They had very few members, but they commenced duty with an earnestness which was creditable to the few who did belong to "Old Sal." Tom Starr, Bill Demilt, James Westervelt, Hugh Lockhart, Jim Ramsey, Isaac Jollie, and Dave Bayard, were among the few who strove to raise 29 to a first-class company. In the winter of 1837 and '8 the "Butt-Enders," a party of strong men—pilots and butchers, who hailed from the foot of Spring Street—joined 29 as volunteers. They made an entire change in the company, and it rapidly became one of the strongest in the city. Dick Brown, Mike Roberts, Reuben Ryder, Barney Rice, Bill Ballou, Dandy Williams, Walter Hyer, Charlie Allaire, and Dick Boardman were of the party. From that time on, 29 was prosperous. There had never been, since the Department was organized, such excitement between two fire companies as there existed between 29 and 34 at this time. It seemed as if everybody on the line of their route took an interest in the companies. The first fire the engines went to after the "Butt-Enders" joined happened about ten o'clock in the morning, and the whole street was lined with men. Spring Street or Clinton Market was deserted. Boys, butchers, hucksters, and oystermen were out to see the engines. Of



course, these were hard times for both parties, and many were the hard fights had before the point of supremacy was settled.

But I am digressing somewhat; I started out to speak of Harry Venn, and I will now return to him. Harry belonged, respectively, to Nos. 4, 21, and 14, but the latter was his pet. He served in this company under the foremanship of Wells Wilson, Ebenezer Sellick, and Peter Ottignon, and as assistant foreman under Owen Brennan. He was then elected foreman, and served in that capacity for seven years, and up to 1858 was a representative of the company.

I have never in all my experience met with a man who had more real love for an engine company than Harry Venn. No matter when or where, nobody could speak of the Department disrespectfully and "get away with it." It seemed as if his home was with 14, and he would resent an unseemly remark about that engine as if it was an insult to his family. The nature and disposition of the man were different from the mass of mankind. He was warm in his friendships, and sincere in all he did. No matter what the detriment to himself, if he started to do a thing for another he would do it. I could relate a dozen instances where he befriended many and made himself poor. Even after the deception became apparent, he would reply to those who brought in the usual "I told you so," that the loss was his, and he would bravely resent a word spoken of one whom he once called a friend. In his enmities he was almost as fierce as in his friendships. The troubles of Chief Engineer Alfred Carson were an instance of this. Harry Venn was favorable to Carson, and voted for him at his first election. But an insulting remark made to his friend, C. V. Anderson, whom Carson succeeded, and than whom no better fireman ever existed, set Harry against Carson. When he ran for assistant engineer in 1851, Chief Engineer Carson published a card in which he said that Harry was his deadly enemy, and that if elected he would embarrass him in the discharge of his duties in every possible way.

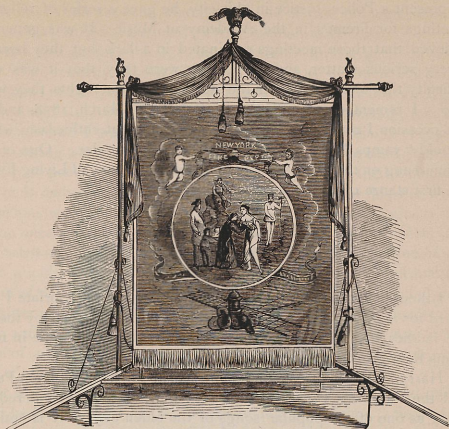
It was at his house that all the anti-Carson meetings were held, and many were the schemes laid and associations formed in that house. Here every night met the working-men of the Department, and it was in his front room that the attempt was made to compel Carson to resign for malfeasance in office. I recollect, as if it were yesterday, the trial of Carson before the aldermanic committee on fire depart-

ment for that offense. A lawyer named Willard was employed to prosecute; but it was evident that the case would fall through, as nearly the whole committee were in Carson's favor. I was present at the closing of the case. I saw the lawyer whisper to Harry that it was no use. "Then," said Harry, "tell him what we think of him." And it was done with a vengeance! No man ever got a worse tongue-thrashing in public.

The room was filled with firemen, nearly all friends of the chief, and when the lawyer compared Carson to a "bag of meal," and wished for the day that the Department might be better represented, the groans of the Carsonites could have been heard in the City Hall Park. I can fancy I see little Fred. Ridabock, a warm admirer of the "old man," clap his hat on his head and his fingers in his ears, and rush from the room that he might not hear what was said of his friend. The result of the anti-Carson party was an alteration in the law. They made no objection to Carson holding the office for three years longer, but at the end of that time he went out, and Harry Howard was elected.

Harry was a hard worker for the law organizing the Board of Fire Commissioners, and unfortunately the first case tried before that Board was that of 14 engine. How the "old gentleman" worked against the Commissioners to save two of the members of 14 — Moses Tyler and Burke — is as fresh to me as if it were yesterday. Lawyers were employed, and the Commissioners were highly excited over the matter. This case created a great feeling in the Department. I recollect well the night that Jack Lynes, of Hose Company No. 9, acting as champion for one of the Commissioners, resented something that Harry had said. On this occasion Lynes was in a terrible passion; his face — his jolly, fat, red face — grew redder than ever it had done before in the heat of excitement; and he doubled his "flippers" at Harry as if he wanted to demolish him. Jim Miller separated the pair, and thus two worthy members of the Department lived "to fight another day."

Harry was at times of a literary turn of mind, and some of his productions had decided merit. On one occasion I was with him at Newport, enjoying a ramble on the rocks near the entrance to that beautiful harbor, when the old gentleman was wholly carried away with the beauty of the scene. The waves were dashing against the



Fire Department Banner, presented by the City of New York.

rocks, scattering the spray high in the air. Harry asked the loan of a pencil, and shortly returned me the following, written on a leaf of his note-book :

Heave on, old Neptune! dash your waters high;  
Roll on your seas, while we enjoy the scene;  
I've known the time, when all her boys were nigh,  
With all your power, you couldn't wash Fourteen!

Now, whether Harry believed that 14 could really take the waters of the ocean, or whether he alluded to old 6 engine whose name was Neptune, I cannot tell. I was too much surprised and pleased at my discovery, to break in upon his poetical dream by asking questions.

In his latter days Harry took a decidedly religious turn, and in connection with Henry M. Graham, and John J. Gorman, the latter

at present a Police Justice in this city, he gave a series of religious meetings for firemen in the Academy of Music. It was generally believed that those meetings originated in a lark, but they became a very serious matter, and so popular were they, that it was with difficulty that one could enter the Academy on the nights they were held. I remember attending one of them in March, 1858, and on this occasion I could not help noticing the fervent enthusiasm which the old "vamps" manifested during the entire service. One of the hymns sung on this occasion was "Oh, for that Flame of Living Fire!" the first stanza of which ran as follows:

Oh, for that flame of living fire  
Which shone so bright in saints of old;  
Which bade their souls to heaven aspire,  
Calm in distress, in danger bold!

I thought the sentiment the prettiest and most appropriate I had heard for many a day, and the music of the hymn as sung by the old fire laddies had a charm about it which I cannot describe in fitter terms than grand and beautiful.

Harry frequently wrote under the *nom de plume* of "Lemon Peel," and the following verses composed by him will be remembered by many as one of the popular songs of the olden days. It is entitled "Hot Mutton Pies":

I remember, yes distinctly, as tho' it were to-day,  
The pleasures of my early youth that all have passed away;  
Some were sad, and some were joyous, yet all of them I prize,  
And the dearest of them all to me, is sweet, sweet Mutton Pies.

How grateful was the perfume, when brown and smoking hot,  
And their juicy fragrant flavor can never be forgot;  
Though the maker of the edible now in the cold grave lies,  
His memory I reverence when I think of Mutton Pies.

Oh, tell me not of dishes made in French and German style,  
And tenderloins and venison that's first laid out to spile,  
I pass my hand on all of these — my appetite won't rise  
At no such fancy fixins — I want my Mutton Pies.

Alas! the one-legged baker was long ago played out,  
And never more we'll hear again his welcome cheering shout;  
And though he oft was libelled, we heeded not their lies,  
But went in top and bottom crust for luscious Mutton Pies.



Harry Venn died in March, 1879, at a ripe old age, and his funeral was attended by nearly every fireman in the city.

As I was passing through one of the corridors of the New York City Hall recently, I was accosted by one of the most miserable specimens of the genus tramp that I have met in many a day. Dirty, ragged, and filthy, the fellow shuffled toward me and asked me for a few cents. While I was picking out a nickel to give him, I could not help noticing a resemblance between the tramp and the head-center of a gang of pocket-book stuffers who years ago made their headquarters at Broadway and Ann Street. When he told me his name my suspicions were confirmed, and as I recalled the ruin and misery this ruffian once caused to a family in this city, I could not help observing that retributive justice had at last overtaken the fiend. One of the most popular and efficient fire laddies of the old days became the victim of this scoundrel, and died a miserable death. The handsome daughter of this unfortunate laddie also fell a victim to this scoundrel, and ended her career by committing suicide. It was at the close of a hot summer day many years ago that I picked up my fish basket and started for the Amos Street dock.

It would be late before the tide was right for black-fish and good-sized begauls. Most of the fishermen had gone home. Some had luck, and some had none. "Old Jake the negro who halloed straw, s-t-r-a-w, in his rickety cart through the streets, had his usual spot away up in the corner, fishing for eels. What big ones I have seen him catch—great yellow-bellies. They did not squirm long with him, he had such a knack of getting his fingers around their necks and then slapping the life out of them. He could catch them when nobody else could; and I have seen fellows get so mad at the poor fellow because his luck was good, that it only wanted a starter to drive him off the dock or throw him overboard.

Dick Humphrey—he that used to run with Twenty-five—was there, with his nice pole and shrimp bait. As yet he had caught nothing. As the tide served our way, Dick picked up his traps, and went on the bow of a sloop that lay fastened well out near the end of the pier.

This left me alone, and I got thinking of all sorts of things; the fish were not biting, and it gave me a chance, when Dick all of a sudden halloed out, "Florry, come here and see if this is not a drowned



man." It kind of startled me, so I jumped as quick as I could from the string-piece, where I was sitting with my legs dangling over-board. I held my line between my finger and thumb of my left hand, while I was cutting up a piece of clam a chap had left behind him as Dick called to me. I am thus particular, because I remember all that occurred as well as if it were yesterday.

I ran over to him, and looked in the water towards where he was pointing. Sure enough, there floated the body of some one; its head was down, and you could see nothing but its back, as the waves from a passing steamer made it bob up and down. One of the sloop-men was trying to catch it with a boat-hook. He missed once, but the effort turned for an instant its head up and toward me. My God! I thought I recognized a well-known face, and as the long hair that was attached to it slowly waved, floated, and then sank, I said, "Dick, it's a woman, and I know her, and so do you." At this, he threw down his tackle and took the hook from the sailor's hand, soon caught the body, and turned it so as to see its face. As he did so, he said, "Great God! it's young——"

The boatman got down and drew a rope under her shoulders, which, after fastening to suit him, left her head clear of the water. The crowd was gathering, and the curious were peering down on her. Dick took his handkerchief, climbed down, and tied it so that it covered that poor face. "Who is gone for the coroner?" asked some one. This set me to thinking, and I said, "Dick, you go for him; I will wait and see no harm comes to her." Oh, that I could have had the power to have seen that no harm came to her when living!

Dick returned, and with him came Bob Gamble. I was right glad of it, and, as I shook hands with the old vamp and official, I said, "Bob, be careful; you know the poor creature who is lying there; you knew her father as well as I did—he is dead, but her mother is not; she will die when she knows it; but what I ask now is, for the sake of the family let the world know as little as possible why this happened."

When I mentioned the name of the unfortunate, Bob exclaimed: "My God! is it possible?" and he at once set to work at his duties. The jury was called, body examined, no wounds perceptible, for broken hearts show no scars outward. Verdict, "Found drowned." The

shilling and the treat at the corner, finished the coroner's duties. But ours was to take the body to her home, in which Bob Gamble, as a friend, gave us most valuable aid. Through him, silver enough was gathered from friends, yes, even playmates of the father, to bury her in his grave.

The unfortunate was buried in Greenwood. There were but few of us there. As the grave-digger threw the earth on the poor child's coffin, her mother, who had not spoken during the ride, exclaimed, in most beseeching tones: "Husband, husband! why are you not with me, to punish her murderer?"

I could relate many things about the poor victim we had just left in the ground. I knew her a child; I knew her father—we were brought up boys together. Not a few will guess who the drowned one was from what I say. I dare not spell names; it would do no good if I did, but make much harm.

Her father was well liked, and when young, worked at his trade. As he grew older he got tired of it, spent his days in the favorite bar-rooms of his neighborhood, and played cards for drinks. Frequent visits to gambling places introduced him to a different crowd, whose delight was gambling—in fact, was their trade; he was an apprentice, but not an apt one, and, like many others, only brought grist to the mill. He made the acquaintance of the man referred to above, and his ruin was rapid and sure; not being smart at play he lost all, lived upon charity—for it's nothing else when you gamble upon the gifts you receive from more fortunate players. I have seen men who would be ashamed to beg, look as wistful at a winner during his play at faro as ever dog watched his master for a bone—both have a purpose in it. He soon died, and was buried by kind friends. She whose cold face I had just helped from the water, was a pretty flower, indeed, and the neighbors, when she was about twelve years old, would model their own children's dresses after —

And while she was as proud as a peacock, she was graceful as well; talked pretty; appeared in no way forward, and gave clever answers to all who questioned her. Went to Parker's school at Tammany Hall; danced fancy reels and polkas at his public's. "Jack Way" was often her partner, so was Ed. Gallagher, and Stuart. I have seen Joe Cole, Pete Flynn, Paul and Steve Durando, and their folks, dance in cotillions with her. And we were all glad

to get in a set with her. All was the same to her. She had no favorites, always coming and going with her parents.

How sweetly she often sang for me the "Bonny Breast Knot," and "Dashing White Sergeant," a couple of songs Clara Fisher had sung the town in favor of. How she would strut, march, and salute with her hand in the chorus. Many a sixpence I have given her on the sly when she had finished.

A wolf came at last after my "pet"; it was soon after her father's death. They were poor, and the child could not dress as before; and I wonder not that his presents of silks and satins found him favor in her eyes. Her mother cautioned her, and some said "beware!" But it did no good. She saw no light but what came through him. Neighbors, to whom she told her troubles, or whom he blinded with a bauble, found time and place for their stolen interviews.

She left her home at last without a word; nor did she come to it for near a year, when she came in rags and tears, driven from him by his knocks, curses, and ill treatment. Her child was all she lived for—a hope that if it lived it would bring back his love, and make him kind once more for its sake.

The hoped-for flower budded, but ere it could shed its promised fragrance, withered and died. Spirit gone, hope crushed, heart broken, she sought death as we found her. Let us hope God found a pardon for her. As for her seducer, he is reaping the harvest of an ill-spent life. Probably ere this his body has become food for worms in Potter's Field. He did not look when I met him as though he would live the winter out.

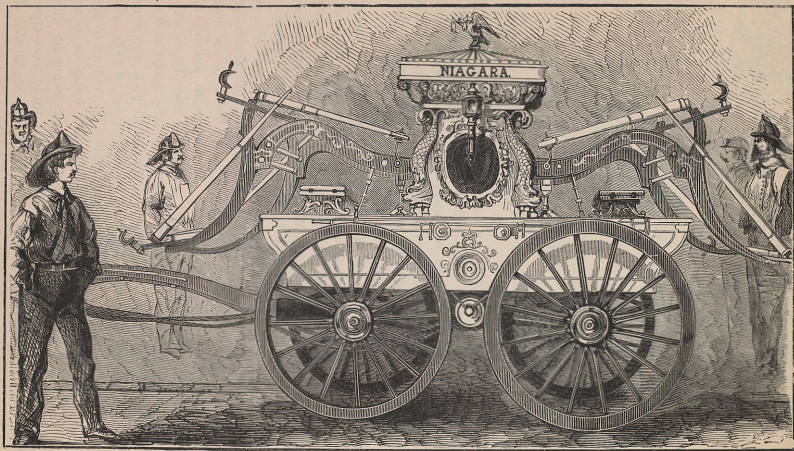




## VII.

**T**HE manifold evils which gambling precipitated upon the firemen of the Old Department cannot be enumerated in a chapter. I could relate a number of instances where promising and intelligent firemen became miserable loafers, and even worse, through the machinations of owners of these gambling hells. Strange as it may seem, in almost every case these men were inveigled to their moral doom by policemen, who invariably received a commission for their services. We had in this good city of New York, many years ago, a most charming and elegant police force. Alike remarkable for their personal attractions and official courtesy, they shone with equal splendor in the station-house and on the beat. Judging from the many presentations of watches, tea-urns, and diamond pins to deserving officers by the proprietors of these gambling places, the police force, at the time I speak of, must have been handsomely adorned with jewelry and supplied with family plate. No doubt in time the sale of a deceased policeman's effects rivaled in attractiveness the celebrated auctions of some of our renowned defaulters, and one could pick up complimentary coffee pots, which would recall the golden era of 1855, when Wood was mayor and the policemen honored. To venture to stem this popular tide on which the policemen floated so loftily — to suggest even in the mildest manner that there were occasions on which the policeman might better fulfill his duties; that there were crimes rampant which he might by vigorous action chain up; that he took the





Niagara Engine No. 4.



edge off the mighty sword of Justice when she was about to decapitate certain people, or save unwary firemen from ruin and disgrace; that he had pockets so mysteriously connected with his nervous system that the introduction therein of certain pieces of money would instantly deprive him of sense and sight and hearing — to have uttered any of these things would no doubt have been a crime against the municipal throne.

In Broadway, in Prince Street, in Spring Street, in Houston Street, in Park Place, and in various other portions of the city, there existed certain establishments known to the volunteer firemen as "hells." There was, however, a difference between the Tophet of Scripture and the "hell" of civilization. As to the former, it was easy to get in and impossible to get out. As regards the latter, it was easy to get out and easy to get in. In Tophet, you know, you are broiled, but in those dens I have mentioned you were skinned. The one was the end of crime — the other the beginning.

The two principal "hells" in this city, at the time I speak of, and which many of the old fire laddies have since bitterly cursed, were kept by two men named Hall and Hearn. Both the haunts presided over by these gentlemen were situated in Broadway. As I prefer dealing with notorieties, in whatever line, to obscurities, I shall confine my attention to these iniquitous establishments, as being the rendezvous of many of the firemen of the good old days past.

I vividly recall the case of a bright young fellow and a daring fireman, who belonged to Engine Company No. 14, and who had inherited a valuable farm in Jersey at the death of his father. I will call him Jenkins in lieu of his proper name. Suppose we follow him on the occasion of his first visit to Mr. Hall, and behold the young fellow's experience. I shall never forget the occasion, and I might say, right here, that the incident had more to do with a number of old fire laddies forever relinquishing the fascination which gambling had fastened upon them, than anything else. The outer door of the Temple of Chance was on the latch on the night in question, and was open to any comer.

Within, however, was a glass door, with transparent sides, which were locked. A ring at the bell soon brought a man to the inner door — who, after scrutinizing you a little through the side, admitted you — and, with a bow, passed you upstairs. The

shrine of the temple was on the first floor. You entered the front room. A long table spread diagonally across the apartment, and radiant with snowy damask and glittering plate, greeted your view. You beheld game of all kinds, fruits, flowers, sturdy cold joints, delicate pâté, delicious confectionery spread over the hospitable board.

Sparkling wines flowed into silver goblets. The champagne creamed whitely, and the Rudesheimer gurgled in guttural German as it poured. There was brandy for those who found no consolation in the grape, and cigars to soothe the perturbed spirit of losers. Around this delightful banquet, free to all comers, a few gentlemen sat languidly eating and scarce glanced at our friend Jenkins as he entered. In this pleasant chamber the young fireman sought in vain for those fatal but attractive instruments of play, that, invented originally to amuse a child, have ended by being the destruction of men. There was, however, a bony click sounding from the back chamber, and a monotonous voice that



Thos. J. Casey.

sometimes might be heard crying, "King wins—ten loses," with now and then a horrible curse from some one who was going to bet on the King, but obeying a fatal instinct, transferred his pile to the ten—all these indications betrayed to our friend Jenkins the locality of the faro table.

The brilliant supper had no charm for Jenkins. He hungered only for play, and half eagerly, half timidly, entered the gaming room. A table, somewhat longer than broad, and covered with

green cloth, occupied one corner of the room. Before this sat a calm, keen-eyed man. I can see him now, whose hands moved like those of an automaton, and whose glance comprehended everything around him. At his right hand sat another person, with a drawer full of money, open, and a square of ivory counters of various colors ranged before him. The first person had in front of him a board, on which a whole suit of cards was pasted, and a little plated spring box containing a pack of cards. He was the dealer, and those were the implements for playing faro—but I need not describe the game. The less anyone knows of it the better.

What eager faces clustered and crowded around that green board! How all the eyes strained toward that little box, and lightened or lowered as the coming card lost or won! There was little said, but the silence was ominous and depressing. One felt that he was in an atmosphere of intense excitement, when, perhaps, some heart was silently breaking, not a foot distant.

Most of the men present were volunteer firemen, and their faces were lined and furrowed; and on some foreheads the cold sweat was bursting out in large beaded drops. Jenkins' smooth young face had a strange look in the midst of these seared and blasted gamesters. Jenkins invested his funds, but foolishly, of course, and lost. Meantime, the High Priest of the Temple had discovered who Jenkins was—those men have a mysterious knowledge of everybody's private histories, and approaching, makes his acquaintance. Jenkins was borne off to supper, and treated with great consideration. The High Priest—excellent man—recommended Jenkins not to play any more; that it required a cool head, and a quick intellect, to win, and that the chances were always in favor of the bank. Astute High Priest! What young fellow of twenty ever fancied that he lacked either coolness or shrewdness! Jenkins had already lost three hundred, and in spite of kind warnings, he went after it. Early the next morning, when the East was gray, and the milk wagons rumbled through the streets, bringing the smell of the country with them, Jenkins walked sadly home. He endeavored in vain to calculate the amount of the checks he had given the High Priest; but at each calculation the sum seemed to alter and grow larger, and he found himself wondering whether the old farm

would have to go—and how he should ever face his simple-hearted mother.

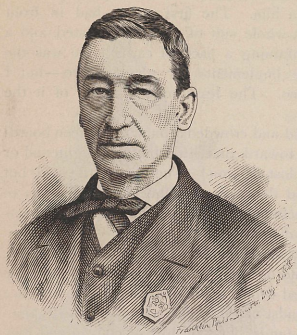
If the farm did not go then, it was sure to go later; for Jenkins was invited to dine with the High Priest next day to meet a

pleasant set of fellows, and, of course, there was a little play in the evening. Six months later a visitor to this haunt could find Jenkins there with a wolfish glance and bloated face, playing his dollar chips eagerly, for alas! the farm was gone, and he could no longer lay down his hundreds.

No attempt was ever made to suppress these abominable man-traps. Occasionally the police made a magnificent descent upon some of them; but they managed it so deftly that each time the rooms, full

every other night, were then deserted, and although the High Priest was arrested nothing more ever came of it. An officer, in plain clothes, could have no difficulty whatever in convicting the High Priest and his gang, but yet such conviction never came. These gamblers were accustomed to frequent our fashionable resorts at the time I speak of and dazzle people with the splendor of their equipages. I could never witness these ogres of modern life without thinking, with a shudder, that every dollar they spent was wet with the blood of some life crushed out, and cursed with the anathemas of ruined youth—particularly our young firemen.

I have given in this short sketch one phase of a fireman's life in olden times. True, it is a sad one, but there are hundreds of old firemen still living who, when they read these lines, will recall the incidents they contain, possibly with remorse. The greatest misfortune that ever befell the "boys" was when they allowed the vice of



Charles Johnston.



gambling to take hold of them. Many of these brave fellows were not only ruined financially but were literally dragged down the deep abyss of moral degradation, and in some instances ended their miserable and criminal careers by a shocking death.

Among those who continually haunted the places I have mentioned, was one familiarly known to old-time firemen as "French Louis"; his other name I have forgotten, but when New York became too warm for him he drifted to Mexico, where he was known as Louis Rinaldo, or "Bloody Louis." It was not long ere he became extensively known—known to be feared. He became the head of a formidable band of brigands, that infested the mountain fastness, and made war upon all who happened to pass that way. His passion for gambling grew with years, and often he would spend whole nights at the table at a single sitting, never rising save to light a cigarette. He was seated one night, wrote a friend of mine to me from the city of Mexico, with a party of six others at a gaming table in the city of Mariquita, when fortune, which had favored him, was fast deserting him, and he was losing rapidly.

"Caramba!" he exclaimed, "fortune has forsaken me, curse her." And he rose and lighted a fresh cigarette, then resumed his seat, and again played fiercely.

His face grew pale and his fingers trembled as he threw upon the table, with an oath, his last doubloons, golden ones—which had once helped to fill the coffers of some victim he had robbed. He lost.

"Caramba! I've lost all!" he cried, looking around upon the faces of the winners.

"Señor Rinaldo has a beautiful pair of silver-mounted pistols,"



Captain Coyle.



said one of the caballéros, eyeing the superb weapons with a desire to possess them.

Louis drew them from his belt and toyed with them. He loved play, he loved his weapons; but well he knew that he could get no more doubloons, for he had plundered every hacienda within many miles of Mariquita.

The pistols were beautiful ones, and had seen service, they having, as their owner expressed it, "tapped many a pious head."

"Come, señor, stake them; you may win," continued the caballéro, and he threw a handful of gold upon the table.

The jingle of the bright metal decided the brigand — the weapons were staked and lost, and with a sigh he beheld them thrust into the winner's bosom.

His sword followed the pistols, the gold-embroidered sash, and at last a diamond ring taken from the finger of some fair lady, and, as it glistened on the tip of the winner's little finger, Louis rose and, with a curse, left the unlucky room, which he had entered but a few hours before with gold and jewels enough to have purchased the richest hacienda in the land; but now, alas! he could not buy a pint of the worst wine.

The night was dark. The darkness was almost palpable, and as the now doubly desperate brigand turned his face toward the inky sky, large drops of rain fell and moistened his lips, so dry and parched.

"I must have gold," he muttered, as he pursued his way to the suburbs of the city, where his horse was tethered. "Yes," he continued, "and a heap of it. I must regain what I have lost, or 'Bloody Louis' will be seen no more in Mariquita. Let me see — where can I get the yellow ore? Caramba!" and he walked slower, his head bowed upon his breast in deep study.

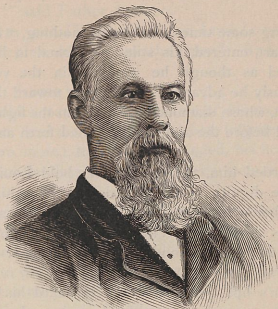
Suddenly he started and walked faster, muttering as he went words mingled with the winds and falling rain.

"By God, I will do it! I know 'tis a sacrilege; but the Virgin forgive me. They say 'tis haunted; but what care I for spirits!"

He felt for his weapons — his trusty pistols — having for the moment forgotten that he had lost them at the table, and a curse parted his lips for his folly. But he still possessed his stiletto, and gripped it firmly. Suddenly he turned from the road into a broad

path, hedged on each side by the cactus and prickly pear, and after walking in it for a few rods, paused. He stood before a church, the outlines of which he fancied he could discern against the dark clouds.

The Church of the Sacred Heart was a very old one, and had, as nearly every church in Mexico has, many legends connected with it. One of the legends about the Sacred Heart was to the effect that a low, plaintive song could be heard in the church at the witching



William E. Bishop.

hour of midnight, and the boldest of the people, upon looking in at the half-open door, had seen a lady robed in spotless white standing or kneeling before the altar.

The brigand saw the tapers burning before the sacred altar, and listened, half expecting to hear the song of the beautiful spirit.

What brought "Bloody Louis" within the walls of the Sacred Heart? Was there gold there? Ah, yes, and diamonds, too! On the altar stood a cross of gold a foot and a half in height.

It was surmounted by an image of the Son of God — the Immaculate, the Saviour of men. The image was also of gold, but studded with diamonds; the crown of gold thorns upon the head was set with rubies, and the carbuncles in the hands and feet were diamonds worth thousands, aye, millions.

These, then, were what "Bloody Louis" wanted. To this strait had his love of gambling brought him — to enter the holy doors of a church, press the floor with his sinful feet, and with blood-stained hands tear from the thrice holy altar the image of his Redeemer.

But, as I have said before, he was desperate now. Yesterday he would probably have shrunk at the idea of robbing the Sacred Heart, for it, above all other churches, had a charm for him, and once he shot one of his bold followers for proposing a descent upon it.

After listening some time and hearing nothing, "Bloody Louis," with a bold heart, entered, his stiletto clutched in his right hand. Truly, it looked as though he would stain the very altar with blood. Cautiously he advanced up the aisle toward the object of his night expedition, whose diamonds glistened in the light of the tapers. At last he stood before the altar, and reached forth and grasped the image.

A rustle startled him, and, turning, the bold Louis confronted a monk in all the dignity of his sacerdotal robes; his long, snowy beard reached below his waist, and his hair, of the same venerable hue, fell over his shoulders. With his hand upraised, as if invoking Heaven's curse upon the brigand, stood the old man.

"What do you want, accursed monk?"

The old man's lips quivered when he heard his name spoken, prefaced by such an anathema, and his long, bony hand fell upon the shoulder of the brigand.

"Back! Touch me not, or I'll murder you!" shouted Louis, shrinking from the touch of the holy man, and raising his knife.

"Would you rob the holy altar? rob it of the Son of God?" questioned the monk.

"Yes," hissed the gambler.

"Would you call down upon your head the eternal curse of Heaven?"

The brigand for the first time in all his life trembled; the august look of his questioner awed him somewhat.

"Bloody Louis," — the monk continued.

"Ha! You know me?" shouted the brigand, interrupting.

"Know? Yes, you have done many wicked deeds; but this surpasses all. Restore the cross and you shall depart without the curse

of Heaven following you," and the aged friar laid his hand upon the thief's arm.

"I would do anything sooner than restore this cross," was the reply. "Bloody Louis" was over his little trembling now, and have the precious cross he would, come what might.

"Beware!" pleaded the holy man.

"Let go my arm," commanded the brigand, drawing back and holding the cross above his head.

"Restore it!" said Father Antemo.

"Go your way, and I'll go mine," said Louis.

"For the Virgin's sake restore the cross." And the friar clung to the brigand.

"I will not! Loose thy hold!"

"Louis Rinaldo, may the eternal curse of Heaven descend upon thy impious head," was the monk's curse which followed the command.

He spoke no more; the knife descended, his hold relaxed, and the monk sank to the floor a corpse, his eyes, even in death, staring at the cross.

"Rinaldo!" spoke a soft voice, and, with a curse parting his lips, the owner of the name turned.

A tall figure, clad in spotless white, confronted him, with one hand pointing to the dead monk, in whose breast the stiletto still remained, and the other raised heavenward.

"Rinaldo!" again spoke the figure.

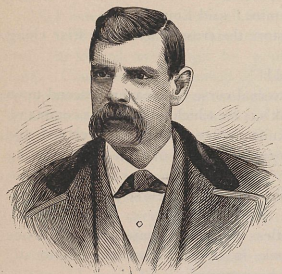
The brigand shrieked. He darted forward, hoping to pass it, but the white-robed figure grasped him, and he dragged it toward the door, trying the while, but in vain, to loosen it. It was seemingly not human, that form, he thought; it was too light—light as air, it seemed. Then he remembered the legend of the Sacred Heart—the legend of the White Spirit.

He rushed out, reached his horse and mounted, the form still clinging to him. He felt it suddenly grow heavy; the white arm that encircled his neck grew cold as an iceberg, and he tore aside the white veil that enveloped the face and gazed upon the lovely features of a woman—lovely even in death.

The storm had spent its fury now, and the light of the moon enabled him to see plainly. On, on went the mad brigand; he let his charger take his own course, while he, the rider, gazed at the

face of the woman before him, her eyes, beautiful in death, looking at him and making him tremble.

Surely, he had seen that face before. Ah! he had oft kissed those lips—had heard them speak his name, as they had done a few minutes before. Memory, like a flash of light, came to his aid: he saw a pleasant little cottage in the mountains, the vines clambering to its roof; he saw a maiden with bright eyes, rosy cheeks, coral lips and golden hair; he heard her call him endearingly, “Rinaldo”; heard her tell him that she loved him—the fierce bandit.



John Buckbee.

Then came other memories, which he fain would have had lie dormant. He saw himself give that fair mountain jewel the parting kiss; saw her nestle in his bosom—the bosom of her betrayer; saw his bandits drive her father's family from beneath their humble roof. All this he saw, and more too. Poor betrayed Madelena! she loved him

yet—loved the wolf. How, after years of separation, they had met in the church where the forsaken girl had gone for penance. She had recognized her betrayer, and the shock had killed her ere he reached his horse.

On, on went the steed, bearing his burden of the living and the dead. Rinaldo tried to loosen the grasp of the dead; but, oh! he could not—those slender fingers seemed to grip his very bones.

“Curse her!” he cried, in his despair. “Holy Virgin, tear her loose!”

And then raising the sacred cross, he struck the white forehead with one of its golden arms again and again, till the blood from the wounds thus made covered his clothing. But the dead still clung to him.



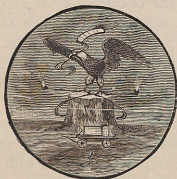
The horse, trembling beneath his load, rushed on faster, nearing a deep mountain stream which flowed through the forest. Louis noticed not his animal's course, for he was busy in trying to tear from him the beautiful fly he had once drawn into his net. How he wished for his sword. With it he would have cut Madelena loose, though he were compelled to rend her limb from limb.

At last he raised his head to see where he was, and with a shriek that echoed among the dark defiles, he grasped the rein.

For the first time his horse refused to obey him, and the next moment the trio were in the river. Bravely Rinaldo struggled for life and the cross; but the dead clung to him—the dead bore him down. Down he went. The last word he uttered was an anathema, and the last thing that disappeared was the stolen cross, which he held aloft, its diamonds and rubies shining in the rays of moonlight that danced upon the crests of the waves.

The church of the Sacred Heart was haunted no longer, for Madelena was the "white-robed phantom" seen there. She lived near by, and every night would repair to the church to do penance for deeds done in the body and to pray for her faithless bandit lover.

Her remains and those of her recreant lover were subsequently found. Hers were decently buried. Those of "Bloody Louis" became food for buzzards.





## VIII.

**I**N the long list of representative men of the Old Volunteer Department who have won eminent distinction, none perhaps deserves more credit, and is entitled to more consideration, than the redoubtable David C. Broderick. He was a part of the history of the old village of "Greenwich," now the ninth ward of this city, and as an old-time fire laddie deserves more than passing notice in this work.

"Dave," as he was familiarly known to old New Yorkers, was born in the District of Columbia in 1819. His boyhood—as, indeed, his early manhood—was passed in this city in the occupation of a stonecutter, and the loss of his father early stimulated him to the efforts which maintained his mother and only brother, and served also to fix and form his character even in his boyhood. He was always noted for his ambition, and when taking his departure for California, it was with a tinge of pride that he remarked to a gathering of his friends: "Boys, when you next hear from me, I will be a United States Senator"; and true to his statement, he did succeed in attaining that honorable position.

As foreman of old 34 engine, he acquired a popularity that, in this city, few possessed at the time. His energy at all times was manifested in the most resolute struggles with poverty and obscurity, and his ambition impelled him to seek a foremost place in the great race for honorable power. Up to the time of his departure "to fields green and pastures new," his life had been passed amid events inci-

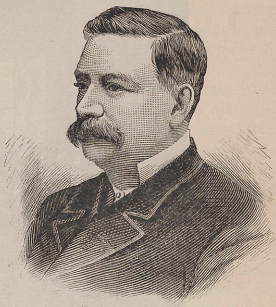
dent to a character like his. Fearless, self-reliant, open in his enmities, warm in his friendships, wedded to his opinions, and marching directly to his purpose through and over all opposition, his career was checkered with success and defeat.

When he reached California, in 1849, his keen observation taught him at once that he trod a broad field, and that a higher career was before him. He had no false pride—sprung from a people and a race whose vocation was labor, he toiled with his own hands, and sprang at a bound from the workshop to the legislative halls. From that hour there congregated around him and against him the elements of success and defeat.

Strong friendships, bitter enmities, high praise, malignant calumnies, but he trod with a free step the onward path which led to glory, and lastly the grave. He was finally elected United States

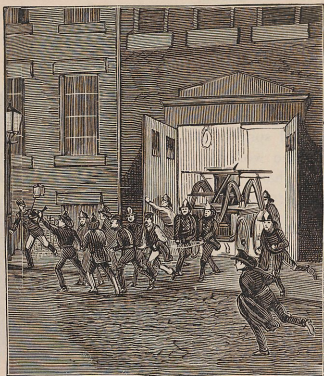
Senator after a bitter and personal fight, and from that moment his character was maligned, his motives attacked, his courage impeached, and his patriotism assailed.

Some time after Senator Broderick's election, Judge D. S. Terry, of the Supreme Court, took occasion to attend a political convention, and in a speech bitter and personal, he stigmatized Senator Broderick and all his friends in words of contemptuous insult. When Mr. Broderick read the speech, he retorted by saying that during Judge Terry's incarceration by the Vigilance Committee he paid \$200 a week to support a newspaper in the Judge's defense. He also stated that he had heretofore considered Judge Terry the only honest man on the Supreme bench, but he would take all that back. An exchange of letters thereupon took place between the parties, and Judge Terry demanded a retraction. "The Code" held sway in



Alex. V. Davidson.

California in those days. Senator Broderick asked, for obvious reasons, that the Judge designate what remarks he considered offensive, and the latter quoted the remark of the Senator as regards



"Let her go!"

running a newspaper in his (Terry's) behalf, to which Senator Broderick answered that he had made such a statement, and concluded his letter as follows:

"You are the best judge as to whether this language affords good ground of offense."

Judge Terry, in answer to this letter, concludes by saying:

"To my last letter you reply, acknowledging the use of the offensive language imputed to you, without making the retraction required. This course on your part leaves me no other alternative but to demand the satisfaction usual among gentlemen, which I accordingly do."

Senator Broderick answered this letter by saying that his friend, Hon. J. C. McKibben, would make the necessary arrangements demanded; and on the morning of Sept. 12, 1859, the first meeting

took place, but the police interfered, and the principals were arrested. At six o'clock the following morning a number of gentlemen rode up to the ranch of a Mr. Davis, situated about a mile south of Lake Merced. Shortly afterward both principals drove up in different carriages, accompanied by friends, and immediately repaired to a secluded spot a short distance from the ranch. As the time approached for the crisis, every eye was turned upon the combatants. Judge Terry was seconded by Calhoun Benham and Col. Thomas Hayes, while Senator Broderick was cared for by Congressman Joseph McKibben and ex-Sheriff Colton. Mr. Broderick's friends had a short and earnest conversation, and retired.

An official expression notified the combatants to take their relative positions. Judge Terry's lips were compressed, his countenance betrayed that of a man without fear, as well as without religious restraint. Wan and attenuated, he stood a stolid monument on the field of conflict. Senator Broderick could not have been distinguished by the stranger as a principal. With his hands folded behind his back he held earnest conversation with a friend. He would occasionally turn, scan the crowd, and rest his eye upon some recognized countenance.

The muscles of his face were strong, and his visage unrelaxed in particular. His lips, when not conversing, were compressed, and his whole bearing was that of a man who was about to meet a great issue, and who was firmly prepared for it.

At precisely fifteen minutes to seven, Mr. Benham gave a rapid glance at the sky, detected something to the disadvantage of his principal, and approached Judge Terry. The latter, who wore a large stiff-brimmed hat, had drawn the front over his eyes. After Mr. Benham had spoken to him, the front was turned up. When Mr. Colton asked: "Gentlemen, are you ready?" Mr. Terry instantly answered, "Ready." Senator Broderick, when he answered "Ready," did so with a gesture, nodding his head, and inclining his body towards Mr. Colton. Between the words "Fire! one, two," both parties shot. The word "two" was scarcely started upon, when the Judge fired. Mr. Broderick's shot was spent in the ground some four or five feet in front of his right toes. Judge Terry's, however, took effect in Broderick's right breast just above the nipple.



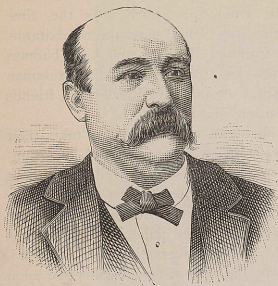
Immediately upon receiving his antagonist's fire Mr. Broderick raised his right arm, still grasping the pistol. It was the impression that he had been shot in the shoulder. His arm contracted, and a spasmodic effort was made to brace himself up. The leaden messenger,

however, had gone to a more sensitive and vital part. After endeavoring to summon the will to resist the pressure that was bearing him down, the head dropped in a recumbent position over the right shoulder; the knees bent outwardly, and at length, gently and calmly as a child retiring to rest, Mr. Broderick eased to the earth, pressing his right breast with the hand still holding the pistol, and lying on his left side.

He died within an hour after he was shot. The last

words he uttered were to his seconds, when he said: "They have killed me because I was opposed to the extension of slavery and a corrupt administration."

On September 18, 1859, after lying in state four days, the body of Senator Broderick was conveyed to the Plaza, where a panegyric was delivered by Colonel E. D. Baker, and thence the remains were conveyed to the cemetery, where the Rev. Father Gallagher, of the Catholic Church, delivered a touching sermon upon the deceased, after which the body was placed in a vault. Subsequently the remains were deposited on Lone Mountain, where to-day a beautiful monument rears itself as a tribute to the pioneer statesman of the Pacific coast. On the day of the obsequies, over eight thousand people marched in procession, every branch of trade and the municipal, judicial, and State departments being represented in the vast gathering. Great fears were entertained at one time of a riot, but, fortunately, that scene was readily averted. As for Judge Terry, he was released on bail, and when tried for the offense was acquitted.



George T. Alker.

I know there are many of my readers who readily remember Senator Broderick and the incidents connected with his life in this city.

In 1838, he was at his trade as a granite-cutter, and then lived in Greenwich Street, between Barrow and Morton. His mother kept a crockery store, Broderick being at the time about eighteen years old. In 1840, he opened a saloon on the corner of Commerce and Barrow streets, which was the resort of such well-known characters as Congressman Mike Walsh, "Charley" Miller, ex-Judge Dodge, now employed at Fireman's Hall; De Witt Forshay, Captain Bill Raynor, "Ranse" Van Valkenburgh, George B. Dean, Lew and Ben Parker, Yankee Sullivan, John Morrissey, Bill Poole, and many others.

"Mike" Walsh, whose literary tastes were of a decidedly high order, started a paper which he called the *Subterranean*. Broderick named his saloon after Walsh's paper, and for many years the place was a noted resort.

The Adriatic House, on the corner of Hudson and Barrow streets, kept by "Wally" Mason, was subsequently opened and conducted on the same plan as the *Subterranean*. The Village House, now situated at the corner of Bank and Hudson streets, is the only successor of the Adriatic and *Subterranean* now in existence in the ninth ward.

In 1843, Broderick moved his quarters to the corner of King and Hudson streets. It was in 1840 that he was elected foreman of Howard Engine Company No. 34, and some years later ran for Congress against Fred. Tallmadge, the Whig candidate.

Broderick was an out-and-out Democrat, and was opposed on this occasion by John Bloodgood, a "stump" Democrat, who beat Dave and elected Tallmadge.



William Lamb.

In 1849, Broderick started for California on board of the "Crescent City," and upon arriving there engaged in the business of refining and smelting gold, having as a partner Fred. Kohler, at one time an alderman of the old sixth ward.

In 1854, Broderick was elected Lieutenant-Governor of California, and while serving his term was elected to the United States Senate. He became involved in a quarrel with a politician named Smith, which resulted in a duel. When the parties met, Smith savagely fired at Broderick, the bullet striking the latter's watch

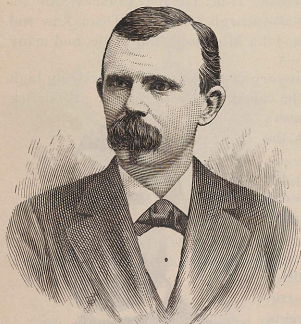
and falling harmless to the ground. Both parties then shook hands, and afterward became very warm friends. The watch that Broderick wore on this occasion is now in the possession of ex-Judge Dodge, at present employed at Fire Headquarters in this city.

I distinctly remember the occasion when Senator Broderick visited this city while serving as a senator, and I cannot forget the twinkle that played in his eye when he remarked

to some of his old friends: "Boys, I told you when you next heard of me I would be a United States senator. Now you see me as one." An ovation was tendered him at the Metropolitan Hotel on the occasion of his visit, the committee on this occasion consisting of Charley Miller, John Phelan, John Wilson and Thomas Kelly.

Broderick always lived like a gentleman. Generous to a fault, he delighted to have his friends about him.

His bearing, his dress, his language, indicated none of the hard experience of his youth. He was fond of books, and was a rare judge of men. The late Colonel John W. Forney, in his "Anecdotes of Public Men," writes: "Broderick was one of the few self-made



William F. Gleeson.

men who did not boast of having been a mechanic. He was not like a famous ex-President who delighted to speak of his rise from the tailor's bench. He did not think a man any worse for having worked for his living at a trade, nor did he believe him any better. And this theory sprung from the belief that the laboring men of America are seldom true to the bright minds so often reared among them. His memorable words in reply to the haughty Hammond, of South Carolina, on March 22, 1858, after the latter had spoken of the producing class of the North as the 'mudsills' of society, illustrate this theory. Mr. Broderick said:

"I, sir, am glad that the senator has spoken thus. It may have the effect of arousing in the workingmen that spirit that has been lying dormant for centuries. It may also have the effect of arousing the two hundred thousand men with pure skins in South Carolina, who are now degraded and despised by thirty thousand aristocratic slave-holders. It may teach them to demand what is power —

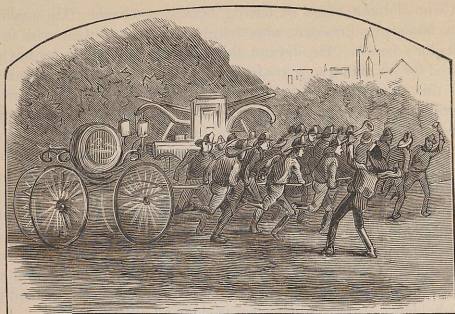
Link'd with success, assumed and kept with skill,  
That moulds another's weakness to his will;  
Wields with their hands, but still to them unknown,  
Make even their mightiest deeds appear his own.

"I sincerely hope, sir, the time will come when such speeches as that from the senator of South Carolina will be considered a lesson to the laborers of the nation."

Vanity was one of the besetting sins which characterized some of the old-time "vamps." Though there was a tinge of it throughout the whole Department, I think there was more of it to the square inch in the old ninth ward than in any other section of the city. A lady journalist friend of mine, whose capital stories weekly grace the pages of the *Sunday Dispatch* of this city, has frequently recounted to me some very laughable stories of her experience with the old-time fire laddie bent on "mashing" her.

"The most persistent fire laddie 'masher' I ever encountered," said she to me recently, "I met one rainy day when I was shopping. He was coming down Broadway when I noticed him. He was young, very young, but with a sagacious way of gripping his cigar in his fuzzy jaw that bespoke wonders for his opinion of himself. He was strolling along the curb, intently observant of the very





An Old-Time Race.

liberal display of blue silk stockings which a pretty girl across the way was making. I have a habit of raising my dress in sloppy weather.

"It may be reprehensible, but the Street Cleaning Department must shoulder the responsibility. Upon the present occasion the splendor of my cardinal hose flashed in the eyes of the young man as I passed him. The blue stockings drifted off unnoticed, and I felt him following me.

"He followed me the entire afternoon. When I entered a store, he waited for me outside in an attitude of respectful admiration mingled with assurance. After the first hour he went so far as to bow stiffly; the next found him advanced to touching his hat. The absurdity of the affair made me smile in spite of myself. His eyes snapped, and he followed closer than ever. Once I heard him mumble something close to my ear. I turned quickly, and the action so disconcerted him that he was paralyzed into silence. I lodged at the time in the house of a fashionable dressmaker. When I went in, the young man took up his position under the street-lamp across the way, evidently believing me to be on a business errand to the modiste. He was leaning against the lamp-post when I looked out of my window long after dark, still waiting for me to come out.



Whether he succumbed to exhaustion, or was lured away by another style of hosiery, I never ascertained.

"Another fire laddie, an immature captivator of the fluttering female fancy, haunted me one night when returning from work.

"I walked through Ninth Street from Sixth Avenue to Broadway. He passed me at the avenue, then slowed up, and permitted me to pass him, then went to the fore again. At last at the corner of Fifth Avenue he said:

" 'Say, sis, don't you think you'd better have an escort?'

" 'No, bub, but I think you'd better be in bed!'

"My voice echoed loudly in the silent street. The 'masher' turned white and said, nervously:

" 'Ssh! Don't say another word.'

"And he was off like a shot.

"There was a rather popular young fellow of the Old Department who was familiarly known as 'Dock,' and besides had the reputation of being a notorious cad. I knew him by sight, through a friend of mine having pointed him out to me. One evening, on my way to a theater, I fell in with him. He sidled up to me with colors flying and his best graces aired.

" 'Charming evening,' he lisped.

"No answer.

" 'Nasty underfoot, though.'

"Still silence.

" 'Better weather to be indoors than out.'

"This was too much. Looking him in the face, I said, quietly:

" 'Doctor, you have been mistaken in your diagnosis.'

" 'D—n it! she knows me.'

"And he vanished through the door of a convenient bar-room."

A favorite local actress, a most beautiful and attractive woman, once told me that, in slipping on a bit of banana peel, on Broadway, she dropped a package. A well-known fire laddie picked it up for her. She thanked him and went her way. He followed her to her door. Next day he again shadowed her, and so on for several more. Finally she faced him, with a dime in her hand.

"I'm obliged to you for the trouble you are taking," she said.

"But I don't need any service from you at present. If you will give me your address, I will notify you when I want anything picked up again."

There are limits even to a professional "masher's" brass. This one vanished without the dime.

"In a lodging-house on a cross-town street I occupied a back room, with a very dreary outlook, and was in the habit of writing in the apartment of a married friend, who was charmingly quartered in the front of the house. A mealy-faced young man who ran with the machine, and had a watery eye and whiskers that, had they been



Joseph Radley.

died into visibility, would doubtless have been most ornamental, seemed to spend his entire time at a window across the way staring at me. He finally got to signaling, until his audacity emboldened him to blow kisses to me. After each of these unsubstantial osculatory performances, he would vanish from the window, probably to blush at his own boldness. It got to be such an amusing performance that I could not resist the temptation to watch it. He must have construed my attention into an admission of my subjection to his captivations. By diligent inquiry among the servants, he learned

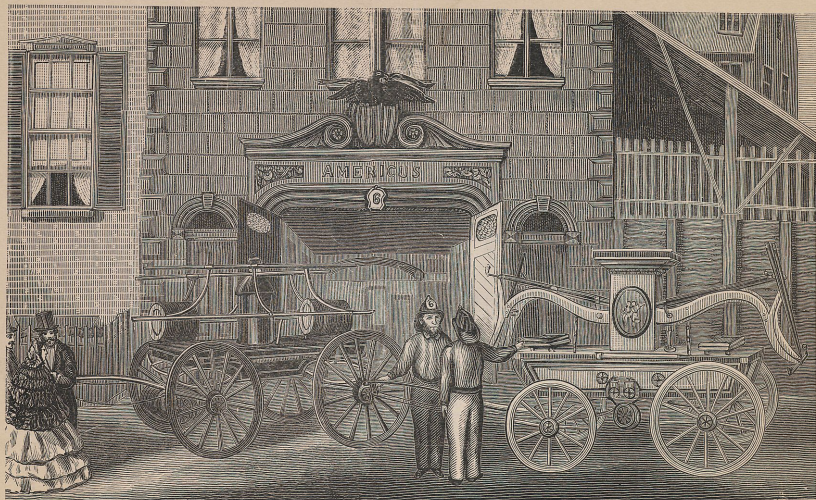
that the lady who occupied the front room was Mrs. Smith. To Mrs. Smith he accordingly indited a most remarkable epistle, redolent of love and sentiment.

"Unfortunately my friend's husband was a man of violently jealous temperament. He found the letter on the hall-stand and opened it. The allusion to the assumed flirtation and to the lady's encouragement of it set him frantic. He had an answer written by one of his working-girls. The mealy-faced young man responded. More correspondence followed. Then Mr. Smith, convinced of his wife's falsity, determined to bring her face to face with her lover, and the young man was invited to call at a certain hour.

"At about that time a tremendous uproar in my friend's room drew me there. A truly dramatic scene was in progress. Mrs. Smith was on the sofa, dissolving in indignant tears. Mr. Smith, revolver in hand, was furiously accusing her of a flirtation with a man whom she had never set eyes on; the mealy-faced fire laddie himself crouched in a corner, stupefied. Of course a few words from me set the affair straight. The young man was kicked downstairs, and peace folded her white wings over the Smith household.

"For prudential reasons, however, I wrote thereafter in my own room."

An enthusiastic old fire laddie once told me that he believed the dissolution of the Old Volunteer Fire Department was hastened by the evil occasioned by the "bunking" system. About the first companies who adopted this system were 5 and 14 engines, their rivalry being such as to lead them to adopt this method of reaching a fire first. These "bunks" were at first very crude affairs, but they gradually improved, and when the city began building engine-houses for the Department ample accommodation was provided for "bunkers," or those who slept in engine-houses. Many prominent fire laddies have told me that the bunking system caused many a young man's downfall, and I remember well when that venerable old fireman ex-Mayor Tiemann fought bitterly against the introduction of bunks into the Department. Many interesting and amusing stories are told of the dwellers in the various bunk-rooms of which I will speak at length later on. A well-known fireman and a leader of a political faction in this city, once drowned the political ambition of a former chief of the Department, by the publication of a



House and Engine of "Americus," No. 6.



vision supposed to have been seen in a bunk-room. The feeling against "Alfred," the party mentioned in the article, was very bitter in some quarters, and when his enemies, through the article referred to, heard that he was to be appointed to a position by the Mayor, they immediately sharpened their knives and began so furious a slashing that it defeated "Alfred," and politically buried him forever. The article referred to is entitled, "A Vision," and reads as follows:

The gas was turned down to a little blue spot;  
The bunkers were snoring like steam-whistles blowing,  
I felt that the bunk-room grew terribly hot,  
For the sleepers commenced off the coverlids throwing.  
On a sudden it seemed that the bunk-room was changed  
To the Engineer's office where Howard presides.  
The desks in their regular order arranged,  
The usual number and another besides,  
And there—who'd have thought it—old Alfred now sat,  
With a quill in his grub-hook a new engine drawing.  
That same greasy coat and old Kossuth hat;  
Those same old jaws working, that same old quid chawing.  
Beside him stood Howard, a smile on his face,  
And he said, "Let's hitch up, Boss, and go take an airing!"  
So they jumped in the wagon, drove off at a pace,  
That predicted the "go-cart" would soon need repairing.  
They were gone. I awoke and thought it might be true—  
That those whom ambition had once quite disjointed,  
Might again "start in harness," as they once used to do,  
Should Alfred, Inspector by the Mayor get appointed.

Another evil which existed in the Old Department, and occasioned considerable trouble, was the system of organized volunteer assistance, a class more familiarly known as "runners." When this system was first introduced it was a powerful help to the companies who had runners attached to their engines, but in after years it degenerated into a species of low ruffianism. These "runners" consisted of young men generally under twenty-one years of age, and in many instances exceeded in numbers the regular members of the engine to which they were attached; and, besides, acted as auxiliaries in all sorts of capacities. The "runners" were frequently entertained by the members of their company, and in return for these courtesies the "youths" would reciprocate by valuable presents to



their respective companies. In the minutes of Engine Company 21, I find the following:

NEW YORK, February 6, 1823.

Sir:—The volunteers attached to Fulton Fire Company No. 21, deeming it expedient to have a new lantern, have procured one, and do hereby present it through you to the members of said company, hoping that it will prove acceptable to them.

That it may be seen foremost on all occasions when the voice of their fellow-citizens shall call on them for that gratuitous assistance which they have ever been ready and willing to grant, shall be our constant desire; and we feel a pleasure in assuring them that our exertions, however feeble they may be, shall always tend to the promotion of so desirable and praiseworthy an object.

In behalf of the Volunteers,

ALFRED WARDELL, Secy.

To MR. J. A. MITCHELL, foreman, No. 21.

The mutual relations between "runners" and members of the company, of which the above is an example, were such as to receive



Leaving the Bunk.

the highest commendation, but black sheep found their way into the fold, and in 1841, Chief Engineer Anderson wrote to the Common Council "that the practice of boys frequenting the engine-houses is becoming an evil of great magnitude, which can only be remedied by some salutary law on the subject." It would seem that as early as 1824,

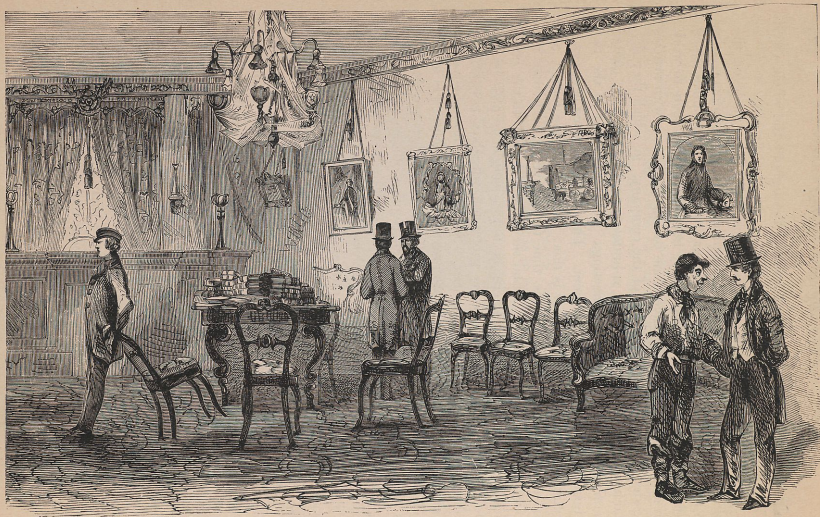
the Common Council adopted resolutions directing the chief engineer "to address a circular to each fire company, ordering them to dispense with the services of the volunteers, and in case of their non-compliance to send the engine, hook and ladder, or hose cart, as the case may be, to the Corporation Yard, and report the company to this board forthwith."

When Chief Anderson's request was made to the Common Council in 1841, that body immediately declared that any company having volunteers attached to it was acting in open violation of an ordinance, and if it did not comply with the law it would be punished. The fight against the volunteers became very lively in 1841, and a pamphlet entitled "An Appeal to Americans in general and Firemen

in particular," was extensively circulated throughout the whole city. The following is one of the passages :

"Since the numerous attacks which have been made on the whole Fire Department over the shoulders of the volunteers (who in fact are nothing but firemen), one or two sleepy companies which nobody knew were in existence (they not having been seen to work on a fire for the last year) have come out in the papers with articles headed, 'At a regular meeting of the company,' in which they disclaim all connection with the volunteers, and might have added members too, as the 'regular meetings' were composed of the two whose names were signed to them. The only difference between a volunteer and a regular member is this: the fines of the former are not as much as the latter, and the time they serve as such does not count. They render as much actual service and benefit to the community as the members. There is not a single fireman in the Department of any ability in his profession who has not been a volunteer before he was a member. Several who are now volunteers have been members for years previous. The volunteers are as well known to the officers of the companies to which they are attached as the members are. They have their regular officers, and are as respectable and good firemen in every sense of the word as the members. Let not firemen suffer themselves to be deceived by this feint. It is only a baited hook thrown out for them to bite at, which if they swallow and suffer their volunteers to be slandered, will be but paving the way for a more furious attack upon themselves. Firemen, do not deceive yourselves into the belief that those attacks are not intended for you too; sink or swim, but hang together, for volunteers are just as requisite to the Fire Department, under its present oppressive system of organization, as cavalry are to an army. Two-thirds of the engines of the city could not run without them."

Prospects did not continue to brighten for the "runners," and in 1865 John J. Gorman, President of the Board of Fire Commissioners, issued a circular to the foremen of the different companies in the city, announcing that "companies allowing boys and persons not members of the Fire Department to take their tenders to fires, has brought more disgrace on the Department than any other cause. It must be discontinued. It is not only the duty of engineers, but of firemen, to immediately report such violations to the Fire Commis-



Parlor in one of the Old Engine Houses.

sioners." This order was obeyed to the letter, and the "runners" were a thing of the past. Various amusing verses have been written about the runner, but the following is considered the most popular of the lot. It is entitled:

## THE RUNNER'S LAMENT.

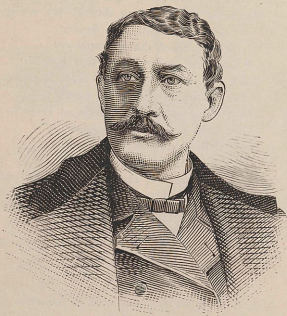
I was a jolly runner bold,  
When runners were all hunk;  
I ran to fires, I fought, I swore,  
And occupied a bunk.  
Owl-like, I slept most all the day,  
And kept awake at night,  
With joy I heard the clanging bells  
And saw the rising light.  
My blood went tingling through my veins,  
My heart throbbled with desire,  
Whene'er I heard the welcome cry,  
"Turn out, boys! Fire! Fire! Fire!"  
Quick—man the rope—the rushing tramp,  
The rattling wheels—the crowd—  
The hose-cart bells—the trumpet shout—  
The Hall bell, deep and loud!  
Hail! bully boys, first at the fire,  
Run out the leathern hose;  
Quick, Sykesy, now, and take the butt,  
Turn on the water, Mose;  
The massive ladders raise aloft,  
And man them, hearts of oak—  
Now wield the hook and swing the axe  
With well-directed stroke.

And when the fire was mostly quenched  
And smoke obscured the stars,  
Some trump with open heart would treat  
To lager and cigars!  
Then into Carter's, or Udell's,  
We rushed amid hi! hi's!  
To get our coffee, smoking hot,  
And butter-cakes and pies.  
These were the joys I used to share  
(On which I love to dwell),  
Until that surly order came  
That rung the runners' knell.



Those chums that used to ask me drink,  
Now give me the pass-by;  
I know not what to do or think,  
Unless it be—to die.  
I tell ye, Fire Commissioners!  
Your arbitrary sway  
Has robbed the Fire Department  
Of its glory and mainstay,  
Though now you swell with pomp and pride  
In all your great renown:  
Your power, like Riley's Pole, will rot,  
And the boys will take you down.

I have often noted the fact, and no doubt many of my readers have done the same thing, that within a radius of three hundred yards of



Wm. P. Allen, Chief Clerk N. Y. Fire Department.

Printing House Square there live and toil more volunteer firemen than in any other section of the city. Furthermore, in my calling as a journalist, I have come in contact with more old "vamps" employed in various mechanical capacities on the different papers in this city than any other class of men. A more generous, jolly, or intelligent lot of good fellows I have never had the pleasure to meet. The only company in the Old Department which had a journalist for its foreman



was 60 Hose, "M. T. Brennan." This apparatus lay in Elm Street, and had among its members some of the most efficient fire laddies that the city could boast of. For years John Clancy, the editor of the old *Leader*, was its foreman, and a popular fellow John was. I remember on one occasion that 60's boys decided to have a feast, and a bushel of oysters were bought and put in the kettle which was always kept on the stove in the engine-house. Martin J. Keese, at one time foreman of the company, and now custodian of the City Hall in this city, strolled into the engine-house while the oysters were cooking, and quietly observed that he had just seen two beautiful chickens hanging out of the window of the house of one of the members. A foraging party was soon formed, with Keese at its head, and while a sharp look-out was kept, Martin unhooked the chickens from where they were hanging, and the party returned to the house. It was decided to boil chickens and oysters together, and in a few moments a savory odor was floating into the open windows of a number of houses throughout the sixth ward. Directly opposite the hose-house there resided a good old soul named Mrs. Hogan. Putting her head out of the window, she accosted the genial John with:

"Phat have ye got boiling over there, that schmels so tempting?"

"A pot of soup, Mrs. Hogan," said the old vamp, and taking a bowl from the shelf, he filled it with the mixture and brought it over to the good dame.

He had hardly reached the other side of the street on his return, when Mrs. Hogan yelled: "Oh, you durty dogs. Why, yez have b'iled the chickens, guts an' all. Oh, bad luck to your breed, yez have pizened me with your filth," and the good lady spat vehemently into the street, while the boys across the way fairly split their sides with laughter at Mrs. Hogan's discomfiture.

Speaking of 60 Hose reminds me of a visit made to this popular company, on which occasion I met and was introduced to Chief Saxton of the St. Louis Fire Department. This is the gentleman who, when he had assumed charge of the Fire Department of that city, sent for the men selected to assist him in the discharge of his duties, and addressed to them the following practical speech:

"Gentlemen, I have sent for you in order that I might give you my instructions as to the new field of duty you are now entering

upon. It is my intention so to do with all the men who will come under my control, in order that they may fully understand what I expect from them; and after having done so, my instructions must be obeyed or they cannot remain in the Department. You have been

chosen from among many hundred applicants, and I expect you all to be sober, industrious and honest, and that you will do anything you are ordered with dispatch, alacrity and willingness. Avoid all dissensions with your fellow-laborers and do your work without any grumbling. Politics and religion are subjects which I positively forbid being discussed—ignore them absolutely. Vote for whom you please—go to such churches



Peter J. Hickey.

as you may choose—but you must not engage in electioneering. Should you be involved in any misunderstanding with a fellow-member, come to me and I will arbitrate your difference at once. Be sober, for if drunk your brains are out and you are unfit for duty. Drunkenness will not be tolerated; in your whole deportment show yourselves to be gentlemen. I consider you such, and there is no reason why you should not act as gentlemen at all times. Profanity is uncalled for—it is a vile habit and one which I have always got along without. I never practice it and hope you will follow my example. Be polite, courteous to all who may call at your places, and be especially attentive to those who may desire to examine the engines, etc. Gentlemen, you will now report to your respective places of assignment, where you will find men who will instruct you in the routine of your work. Good-day, all.”

It was a member of 60 Hose who, meeting me one morning in 1864, said:

“Florry, did you ever go shopping for women?”

"No! Well, I did once, and I have had enough of it. You see, my landlady takes a motherly interest in me, and talks to me just as she would to her own son. You may think this very flattering to me, but it has its disadvantages. The other morning my landlady told me she lost one of her garters coming home from a concert the evening before, and asked me to get her a pair on my way downtown. I thoughtlessly consented. As I came down the street I thought I would go into a notion store. Having entered, I tried to get my bearings by the lithographs on the walls, picturing all sorts of feminine harness in active service. As the lithographs began to grow more interesting, I concluded that I was in about the latitude of garters, and halted at a counter presided over by a young woman with a mischievous eye. That's where I got into trouble. I felt my face getting red, but I firmly asked for a pair of garters, expecting her to hand them out forthwith.

"What kind, please?" said she, in the most insinuating manner.

"Oh, something pretty good," I replied, painfully conscious that my ears were blazing red.

"But what style do you want?" she rejoined, evidently gloating over my misery.

"Then it flashed upon me that there might be a hundred styles, and how was I to know what kind my landlady wore? My first impulse was to escape, but the door was too far away, and, besides, my errand seemed to have been telegraphed to every one of those girls, all of whom were eyeing me. One of them had suddenly discovered that the counter needed dusting, and there she was, right where

she could hear everything I said. I asked what styles were generally called for, and the young lady began describing them with a minuteness that only increased my embarrassment. There was the circular



William A. Thomas, Chief of New London Fire Department.

kind, she said, and the suspender garter attached to a waist-belt, and another kind that fastened to the side of the corset, and she then took down a lithograph showing the manner of wearing that kind of harness. I was in a worse fix than ever, and I mentally swore I'd do no more errands for a woman. Here she was explaining all this toggery and belaying tackle, and expecting me to know what kind of standing-rigging my landlady was fitted out with. I looked at her in an appealing way, but she wouldn't help me out, and then an inspiration of genius came to me.

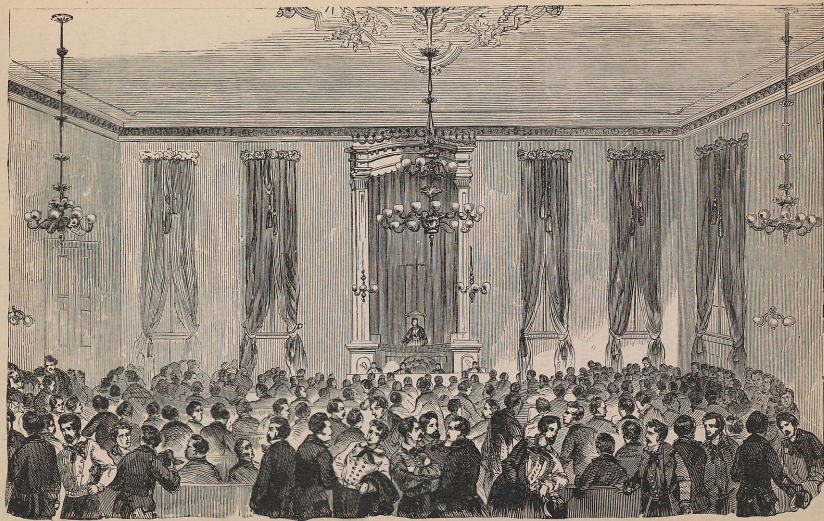
"What kind would you be most likely to lose off in the street?" I asked, in my most innocent tone.

"That girl with the duster must have thought of something funny just then, for she began laughing immoderately; and when I went out with a pair of circular elastics in my pocket, I felt that every girl in the store was making fun of me, but I didn't dare look around. The next time I go shopping for a woman, it will be when you hear of politicians keeping their word."

I meet my friend frequently, and he never alludes to his effort to buy his landlady a pair of garters without laughing heartily over the adventure.

I was passing along Fulton Street recently, in company with ex-Chief John Decker, when at the corner of Dutch Street the old chief stopped, and pointed out to me the site on which Firemen's Hall was once located. "I recall the old building," said he, "as distinctly as I do the occasion of a memorable run I had once to a fire. I was going along Centre Street at the time, and had just passed by where Joe Keller kept his 'House of Lords,' when who should come along on a double quick but Matt Brennan with a jumper. Says he: 'Fall in, John!' and he beckoned to me. I had nothing to do but fall in, and I jumped in at the head of the rope. We went along flying; the laddies who had hold began to fall off coming up the hill; this gave me the slack of about twenty feet of rope to hold up, which was rather rough. I began to show signs of giving up — Matt saw it — we were about to pass another 'cart,' or another 'cart' was about to pass us — he gave a shout, 'Hold on, John! one dash more, if it kills you!' And we went it with a rush to Dey Street, where we stopped. Matt was as fresh as a rose, but I was completely done up, having been taken with a sudden attack of colic, from the effects of which I nearly died.





Scene at Election for Chief Engineer at Firemen's Hall.



"In my time, though, I was a pretty fair fireman, if I do say it myself. Boss Gulick, Ned Hoffmire, or Cornell Anderson, if they were alive, and were asked what kind of a fireman I was, would set me down as one of the king pins of the Mosquito fleet. And if anybody wanted more proof, I could just open a few roll-cases of olden time, and call out the names of Carlisle, Norwood, Doc. Parkhurst, Bill Baker, Abe Purdy, Owen and Matt Brennan, and Hen Venn."

The old chief talks with pride of the "boys" who formerly ran with him to fires and who have since attained prominence, both socially and financially. There is one old laddie—now a member of the present Department, and who as a boy carried a torch for 14 engine when the chief was its foreman—of whom the old man delights to talk. One of the stories told by the chief of this brave laddie is as follows :

"Broadway contained no prettier girls on a bright spring day in the year 1866 than Miss Fannie Drayton and her friend, Lulu Hunter, who had run up to town with her father on a business trip which would only occupy him for two or three days, so that Miss Lulu decided to remain with him at the hotel instead of visiting her dear Fannie as usual.

"But as she sent her card to Madison Avenue at once, it wasn't many hours before the affectionate demoiselles were locked in each other's embrace, and eagerly telling all the exciting things that had happened since their last parting.

"'And now, Lu, you *must* go down to Stewart's and see the lovely new shades of taffeta, and we can finish our talk as we go along.'

"So the two friends sauntered slowly along Broadway, pausing every few minutes to gaze upon the tempting folds of silk, and satin, and lace, and flowers that were displayed in the shop windows.

"They themselves attracted as much attention; for their beauty and elegance of costume made them conspicuous even amid the crowd.

"Fannie's good-humored face was smiling and rosy with delight at the pleasure of being once more with Lulu Hunter, and her busy tongue was explaining and comparing, and deciding, and advising between reseda, and olive, and ecru, and basques, and sashes, and cuffs, until any ears but those as interested as Lu's would have tired.

“ ‘Gracious! what’s that?’ screamed Lulu, as she started with affright at the sudden clang of a bell near by.

“ ‘Oh, don’t be frightened! It’s only a fire-alarm, and not very far either, I judge,’ answered Fannie, as the glittering steam-engine came around the corner, causing a terrific din and excitement.

“ Fannie stood still and gazed after the apparatus, until she felt a sharp pull at her sleeve.

“ ‘Do come on, Miss Drayton. What in the name of common sense are you standing there staring at! I came back from the corner after you.’

“ ‘I beg your pardon, Lulu, but did you notice that handsome fellow standing on the back part of the engine holding on to something?’

“ Lulu Hunter stood perfectly still, and looked at Fannie in astonishment.

“ ‘I notice him, indeed! Really, Fannie, it is remarkable enough that you so far forget yourself as to do so, instead of suggesting that I condescended to such a vulgarity. What ails you, Fannie, to be talking so about a pack of common, coarse men?’

“ ‘I don’t know whether they are common, coarse men or not, but that one was decidedly handsome and gentlemanly-looking,’ answered Fannie, with some spirit, provoked at being reproved by her friend.

“ ‘Gentlemanly-looking!’ retorted Lulu. ‘A great gentleman, to get his living by hanging ’round an engine-house, smoking cigars all day, and riding behind a pair of fast horses to a fire now and then.’

“ ‘And saving people’s lives and property when he gets there,’ returned Fannie.

“ ‘Oh, half of the thrilling newspaper accounts are mere make-believe, and these red-flanneled men think themselves remarkable heroes. I wish everybody would keep their own private engine, and then there would be no call for the existence of these horrid firemen.’

“ Fannie laughed.

“ ‘Would you have them all hung by the neck until dead?’

“ ‘I didn’t mean that,’ replied Lu, in a tone that implied she should say no more on that dreadful subject, while her aristocratic

nose went up a peg higher in the air for several blocks, until a charming bouquet of tea-roses and violets brought it down again; and under the influence of lovely spring fabrics, suggestive of soft breezes and apple-orchards, she forgot about aught else.

“‘Now, Fan, you must come in to dinner,’ said Lulu, as they reached the entrance of the hotel.

“‘Oh, not to-night, Lu! — for no one knows where I am.’

“But Lulu insisted, because her father had said he should not be back for dinner, and it was not very pleasant to go down alone.

“‘Well, I shall have to transgress etiquette then, and go home immediately after leaving the table,’ said Fannie, as she laughingly followed her friend to her room.

“It took at least an hour for the young ladies to prepare for dinner, as Fannie must needs coil Lulu’s hair in the latest style of the art and select some additions to her own toilet from Lu’s wardrobe; consequently, it was late when they descended, and they lingered and chatted so long at dessert that Fannie found, on preparing to go, that she had been three mortal hours in that hotel.

“‘Well, by-by, darling! I’ve enjoyed it ever so much, but wish you could go home with me. Somehow I can’t bear to leave you alone!’

“When, after killing a considerable amount of time waiting for Mr. Hunter, Lulu received a telegram from her father, saying he would be detained till late, she was sorry she hadn’t gone home with Fannie.

“But she concluded the best thing for her to do was to lose her loneliness in sleep; therefore it wasn’t long before she was unconscious of everything.

“She didn’t know how many hours it was since she went to her room, before she was awakened by a confused noise in the passage-way, and strange sounds and cries.

“Lying half awake, she had just made up her mind to ring the bell and find out what was the matter, when a peculiar smell startled her.

“Springing up, she threw a mantle around her and opened the door of the dressing-room. It was filled with smoke!

“With a wild cry Lulu sprang back, and thrusting her feet in her slippers and snatching up a wrapper, she once more opened the door and essayed to enter.



The Gallant Rescue.



"In vain!—the thick smoke choked her, and with a frantic cry for her father, she sank upon her knees with a groan.

"Only for a moment, for her life was in danger. She next opened the hall-door cautiously, but was driven back by the hot stifling air. Her window was the only refuge. Throwing it open, she leaned out and looked down.

"A vast crowd of human beings filled the street below; dense clouds of steam arose from the fire-engines; policemen were brandishing their clubs, men calling and shouting, and the shrill whistle of the engines rose high above all. Over against the sky a vivid scarlet flame was reflected, which lit up everything like day.

"For an instant Lulu looked and comprehended the scene, then *her father!*—unconscious perhaps, and alone.

"She darted to the water-faucet, plunged a towel in the stream, and throwing it over her face, ran bravely through the dressing-room to her father's beyond. She could not speak, but groping her way to the bed, felt all over it, and found, to her intense relief, that it was empty.

"In a few moments she was back in her own room, fainting and choked with the suffocating smoke that had now penetrated there. But she succeeded in reaching the window again, and at that instant was seen by those below.

"An eager rush was made by those brave men who impulsively sought to rescue a woman in peril. Quicker than lightning, a ladder was placed against the building, and a brave man rapidly commenced the ascent. Safely past the first, second and third stories he went. Would he get to her in time?

"Blinded and stifled by the smoke that now poured out of her window in torrents, poor Lulu had sunk upon her knees, with a dumb prayer for help, and agony at the thought of home.

"Suddenly a strong hand grasped her, then another, and she felt herself lifted and held close to a broad chest, whilst they commenced moving slowly downward. With a strange feeling of trust and weakness, she knew no more.

"Silently the multitude watched the heroic fireman and his lovely burden.

"Her long light hair floated over his shoulder, and her drooping form sent a fearful thrill through those watching men and women





Saved!

that he might have been too late. Slowly but surely down they came, until, as they reached the ground, the relief of the crowd went up in one wild shout.

"A gentleman here pressed forward.

"It is my friend, Miss Hunter. Bring her to a carriage.'

"He followed the way cleared by a policeman, and in a short time they were being driven carefully to the Draytons' residence not far off.

"The cold air had revived Lulu somewhat, and when the carriage stopped, and Fannie, with a wild shriek, rushed down the steps and flung her arms around her, she smiled faintly.

"A doctor had already been summoned, and soon after, Mr. Hunter arrived, pale and breathless with distress.

"Lulu suffered nothing but weakness from the effect of the shock, and only required rest and nursing, which the Draytons faithfully gave her.

"How did you feel, Lu, when the fireman was bringing you down?' asked Fannie the next day. 'You know you detest those coarse, common men!' looking quizzingly at her.

"A look of pain passed over Lulu's face.

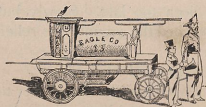
"Don't, Fannie,' she said. 'I am ashamed to reflect that I ever uttered such words against the brave, noble men who risk everything—life itself—for others; and I shall ever look with gratitude and esteem upon them all.'

"Especially the one who saved you?' asked Fannie, adding: 'I will tell you now, Lu, that it was the identical handsome man I saw on the engine the day you scolded me for looking at him.'

"It was?' said Lulu, wonderingly, and then she fell to musing."

Dear reader, you want Lulu and the handsome young fireman to fall in love and marry each other, don't you? It would wind the story up well; but when I tell you that he was already married, and Lulu engaged to be, you see it couldn't be done very well.

Moreover, if we had been so inquisitive as to peep in the Draytons' reception-room that evening, we would have seen Miss Lulu Hunter "receiving" a young man, with a splendid mustache, which swept her pale cheek many times lovingly before he could speak of the preciousness of the life which had been saved to him by only a rough and uncouth fire laddie!



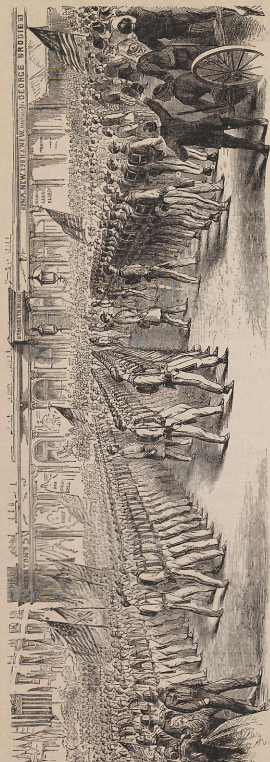


## IX.

**O**NE of the most remarkable chapters in the history of the Old New York Fire Department was the formation, at the beginning of the late Civil War, of the Ellsworth Zouaves, a band of brave and daring fellows selected exclusively from the different companies of the old volunteer organization.

A year or two before the war, Elmer Ellsworth, of Chicago, a young lawyer with no practice, organized a company of Zouaves, the members of which — lawyers, merchants, clerks, etc. — agreed to abstain from all sorts of immorality, including therein the wine-cup, and, I believe, tobacco. These young fellows Ellsworth drilled until they resembled a machine rather than a body of men, so accurate were all their movements. With his zouaves he traveled through the principal cities of the United States, sleeping on gymnasium floors, and giving public exhibition drills.

The fame of the Chicago Zouaves spread through the length and the breadth of the land, and Ellsworth became at once a well-known character. He came to Washington in President Lincoln's suite, when that gentleman journeyed to the national capital in February, 1861. When the war broke out, and the unprepared North was crippled for troops to protect Washington, Ellsworth at once saw a source from whence troops could be created with almost magical celerity. He arrived in New York with a commission to recruit a regiment. He appealed to the Fire Department to form a Fire



Departure of Ellsworth Zouaves for Washington, 1861.

Zouave regiment. The roll, like a fiery cross, went from engine-house to engine-house, and in three days a regiment of twelve hundred able-bodied men, used to hardship and exposure, was formed.

On Monday, the 29th of April, 1861, these brave laddies, dressed in the rather picturesque uniform of a fireman's red shirt and gray jacket, with gray flowing trousers, and with Colonel Ellsworth at their head, marched through some of the principal streets and thence to Broadway, escorted by the Fire Department and an immense crowd of enthusiastic citizens. At Canal Street the regiment turned to the right, and down this thoroughfare to the North River, where they embarked on the steamer "Baltic" for Washington. The other officers of the regiment besides Colonel Ellsworth were Lieutenant-Colonel Noah L. Farnham, Major John A. Creiger, and Captains John Coyle, Michael C. Murphy, Edward Burns, Andrew D. Purtell, William Hackett, William H. Burns, Michael A. Tagen, John Downey,



John Wildey, and John B. Leverich. Before leaving, the Union Defense Company presented them with one thousand Sharp's rifles; Tredwell, Jarman & Slote with a number of uniforms; the Common Council with a stand of colors, and Mrs. John Jacob Astor with a similar gift, accompanied by the following letter:

COLONEL ELLSWORTH,

*Sir:* I have the honor to present the accompanying colors to the First Regiment of Zouaves. In delivering the ensign of our nation to the brave men now under your command, I am happy in the confidence that I entrust it to men whose hands are nerved by a generous patriotism to defend it, whose hearts feel now, more deeply than ever, the honor of our country's flag, an honor held as sacred and precious as their own lives. Accustomed as we were to think of it in the discharge of ordinary duties with sympathy and well-founded pride, these feelings grow stronger in the solemn moment when they are going from us in a new and more perilous service. But, sir, I hope that Heaven's most gracious eye will be with you, and protect you; and believe me, with much respect, your obedient servant,

AUGUSTA ASTOR.

The formation of this regiment partook of the patriarchal. The foreman of a fire company was the captain of a regimental company; his first and second assistants were his lieutenants; and the field-officers were chosen from among the assistant chief engineers. In one case every single member of a company volunteered for two years of the war. The raw material of the Fire Zouaves was excellent, but it needed a judge of human nature to work it up into something useful.

Unfortunately, Colonel Ellsworth, who understood thoroughly how to manage it, was killed. As will be remembered, that brave officer, while passing through one of the streets of Alexandria, accompanied by Corporal Brownell, saw a rebel flag flying from the cupola of the Marshall House in that city, and with characteristic daring and gallantry, rushed into the building and up to the roof, where he tore the ensign from its pole. Wrapping it about his body, he descended the stairway of the hotel, and had nearly reached the main corridor, when James W. Jackson, the proprietor of the hotel, discharged the contents of a gun into Ellsworth's left breast, killing the brave fellow instantly. Corporal Brownell revenged his colonel's death by shooting Jackson dead on the spot.

Noah L. Farnham, better known as "Pony" Farnham, who at one time was a member of 42 engine, and subsequently foreman of



Hook and Ladder No. 1 and an assistant engineer of the Department, succeeded to the command of the regiment. At the battle of Bull Run, Colonel Farnham was wounded severely, from the effects of which he died in the hospital at Washington.

Many funny stories are told of the "Pet Lambs," as the Zouaves were nicknamed. One, both good and true, is this: On their first



Colonel Noah L. Farnham.

arrival at Washington, the "Lambs," of course, immediately inspected the fire-quenching apparatus of the city. It was so inferior to their own superb facilities for combating the destructive element, that it excited their derision, while the management of the first fire which they witnessed brought forth contemptuous groans. Shortly afterward, a conflagration broke out which threatened Willard's, at that time the great hotel of Washington. Despairing of conquering it, the city authorities sent for assistance to the Fire Zouaves, then quartered in the old Capitol.

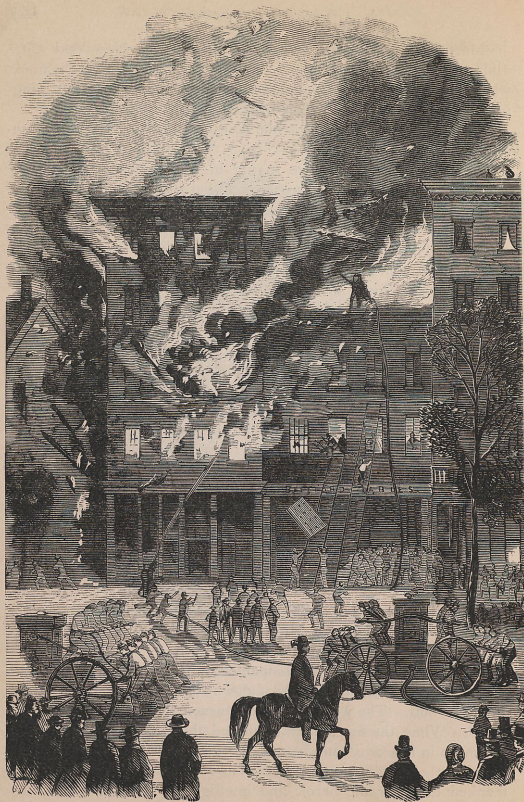
Martin J. Keese, at present the custodian of the New York City Hall, was corporal of Company F. and was relieving guard at the time, when upon entering the Capitol Building he found all the guns lying on the marble floor and their owners absent. One man only remained in the building, and of him Corporal Keese asked the cause of the men's absence.

"There's an old-time fire raging in town, corporal," said the man, "and the boys have gone down to put it out."

"Then I guess I'll go too," added Corporal Keese, and dropping his gun among the rest, he dashed up Pennsylvania Avenue in the direction of the fire. With a few companions he ran to Seventh Street, where an engine was housed, broke open the doors and hauled the "machine" out. It seems that the Washington firemen had refused to do duty, and not content with this, they maliciously cut the hose and otherwise rendered their apparatuses unfit for use. When Corporal Keese and his companions arrived at the scene of the fire, Colonel Ellsworth was then in command, trumpet in hand, he having been awakened and notified of the threatened conflagration and of his brave men fighting the fire in their own peculiar way.

Never was there a fire kindled since the world began at which so much personal daring was shown. There were among the detailed men members of companies which had been rivals in New York for years. To outdo each other was their desire and ambition, working at the same time intelligently, and with an eye to the speedy putting down of the conflagration. It was necessary to get the hose to the roof of the hotel, but the ladders were not long enough. While in this dilemma Mr. Alfred Smith, one of the Zouaves, and at present a hale and hearty member of the Volunteer Firemen's Association of this city, suggested that if his comrades would hold him suspended by the legs, he would reach down to the man on the ladder below and make a coupling of the hose.

Corporal Keese and a companion grasped the daring Smith securely by the feet, and held head downward; he made a connection with the butt. The water was then turned on, and Willard's was saved. When the fire was extinguished, the gallant Zouaves were drawn up in line on Pennsylvania Avenue with Colonel Ellsworth at their head. Brigadier-General Mansfield then rode up and earnestly thanked them for the heroic and intelligent manner in which they



Ellsworth's Zouaves Saving Willard's Hotel, Washington, D. C., from Destruction by Fire.

had averted a shocking disaster. The proprietor of the hotel feasted the "Lambs" with the best the land could afford in the line of eating, drinking, and smoking, and the Washington aldermen thanked them by resolution.

After faithfully and heroically serving their allotted time, the "Lambs" were finally mustered out of the service, on September 13, 1861, and a second regiment organized. This regiment was under the command of Colonel C. McK. Loeser, a West Point officer, who was very popular. He resigned, however, shortly after taking command, and the regiment was subsequently formed into a battalion of six companies, and a few days afterward was mustered out of service. A second regiment of Fire Zouaves was formed, and, in 1862, so thinned had their ranks become that an appeal was made to the different companies of the city for reënforcements. The acting colonel of the Second Regiment, Captain Alfred A. Donalds, was killed while gallantly leading his regiment in battle, and was succeeded by Colonel William R. Brewster. It was on April 17, 1862, that engines Nos. 16 and 31, then in use by the Department, were, on a requisition made upon the mayor of this city by the Secretary of War, taken to Fortress Monroe by Assistant Engineer John Baulch. Mr. Baulch evidently liked the locality, as he has been a resident there since 1863, and is now a wealthy and respected member of the community. I remember the commotion that was occasioned in the Department when it was learned that Mr. Baulch had decided to return to Fortress Monroe and take charge of the Fire Department at that place. My friend George Alker, at that time Secretary of the Board of Engineers of the Fire Department in this city, received the following letter from Engineer Baulch on the eve of the latter's departure in July, 1863:

DEAR SIR: In answer to the communication I received from the Board of Engineers, requesting me to inform them when I intended to perform my duties as an Engineer, also requesting me to resign my position as an Assistant Engineer, I must confess that I am at a loss to know the meaning of such requests, as I have never yet neglected any duty required of me where the interest of the Fire Department was at stake; and as for resigning the position as an Assistant Engineer, you will please allow me to judge when it is necessary and requisite for me to offer my resignation to so honorable a position as an Assistant Engineer which the members of the Fire Department, and not the Board of Engineers, have through their votes elected me.



In the month of April, 1862, our public buildings at Fortress Monroe were threatened with destruction from fire by the enemies of our country. The officers of the General Government, knowing the efficiency of the New York Fire Department, called upon it for aid through his Honor the Mayor, who at once complied with the request, and sent two of our most powerful engines to protect the property, and also ordered your humble servant, as one of the Assistant Engineers, to take charge of the same. Believing at the time that the Mayor and Common Council were at the head of the Department, I at once complied with the order and went to Fortress Monroe, as directed to do, and I feel proud to say that I have most faithfully fulfilled the trust confided to me.

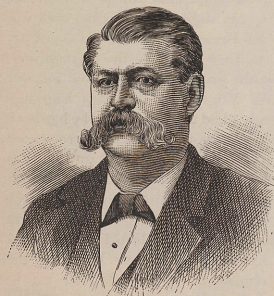
I am now about returning to Fortress Monroe, and in a short time I will again communicate with the Board of Engineers, and inform them of my intentions.

Very respectfully yours,

JOHN BAULCH.

Just after the First Fire Zouaves' formation, Billy Wilson, an ex-prize-fighter in New York, organized another military body—a

company composed mainly of thieves, burglars, and pick-pockets. He is said to have observed, as he left New York with his command, that the police force might be disbanded, as he did not leave a blackguard behind him. It is currently reported that a chaplain addressed this regiment very earnestly once, telling them that if they did not have a care they would all go to Tophet; whereupon a soldier sang out, "Three cheers for Tophet!" which were given with a will, Tophet



Thomas J. Goodwin.

being supposed to be some place in Dixie. It is also said that on parade every officer was careful to keep at least an arm's length in front of his company, for fear of having his pocket picked.

The "Billy Wilson Zouaves," however, kept under strict discipline by their commander, served their enlistment term out very creditably.

Among the pluckiest and most reckless of Ellsworth's band were Dick Howard, generally known as "Plucky Dick," and Joe Mitchell,



both well known in the lower sections of this city. When the war closed Dick and Joe returned to New York, and after a short stay they started for Mexico. Arriving there, they were not slow in accommodating themselves to the customs of the country, and were beginning to like the place amazingly. One day both friends stood gazing at the dazzling panorama of Mexican sporting life as portrayed in one of the fashionable gambling establishments, when Dick decided to play "a hand or two."

The game was draw poker, and the New Yorker's opponent was a treacherous-looking greaser.

In a short time he had won the greaser's last silver dollar. The fellow showed his white teeth, and snarling very much like a hungry coyote, suddenly drew his dagger and made a rush for Dick, evidently with murderous intentions. The latter had just time to strike the fellow a heavy blow with his stout stick on the armed hand, and thus send the poniard spinning to the other end of the room. To send the greaser after his dagger was the work of an instant. Dick's disengaged hand struck him a terrible blow under the ear, and away he went gyrating over the floor. He brought up amid a group of dancers—señors and señoritas—who, uttering oaths, looked as if they would like very much to finish the fire laddie up in true Mexican style. Dick was about to address the sportive greasers, and explain why it was he had interrupted the dance, when his friend, Joe Mitchell, seized him by the arm and said in a whisper:

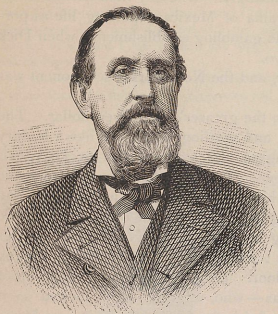
"For God's sake, Dick, if you want to get out of Mexico safely, you had better do things gently. The greasers are as mad as March hares, and have vowed that out of this cursed hole you shall not go alive."

"But, Joe," said Dick, perfectly dumfounded at what he had heard, "what have I done? As for those chattering apes, why, I wouldn't be afraid to meet a regiment of them!"

"That's all very well," said Joe, "but these people have an ugly way of striking people in the dark, or when they are asleep, or when alone at one of their fandangos."

"What have I done to offend these fellows?" said Dick, very gravely. "I am not conscious of saying or doing anything except disarming that greaser yonder, who drew his weapon on me, and afterward sending his body in a hurry into the midst of those dancers."

"You're a fool, Dick," retorted Mitchell, "and the sooner we get many miles westward of this place, the better it will be for both of us. The fact is, Dick, the women hereabouts have taken a great fancy to you, because they imagine you're good-looking, which



George Smith.

clearly demonstrates what odd notions the fair sex occasionally get into their weak heads. Now, that fellow picking himself up yonder, who drew a dagger on you, is bound to take your life if he can; not openly, perhaps, but in the dark, in your room, while you are asleep, if he can get there; or when your back is turned and he is persuaded he can approach you without being detected. I know these fellows only too well. Three heinous offenses are laid up in his mind, for any one of

which you are worthy of death: first, you danced last night with his señorita; secondly, you have won his money; and, lastly, have struck him. No matter about the provocation; in his mind you have wounded his self-respect terribly."

"Well, Joe," said Dick, not very much frightened, yet well aware that a sharp-pointed knife in the hands of an angry or jealous greaser could do an unarmed man as much damage as if it were guided in its fatal course by an Anglo-Saxon, "well, Joe, what would you advise me to do?"

"Three very simple things, my boy," answered Joe. "Just keep your eyes skinned, and wear one in the back of your head—also, sleep with only one closed; secondly, let the girls alone; and, lastly, don't do any more gambling; or, if you will insist on losing your money, play with friends only."

"Thank you," said Dick. "So I've come all the way from New York to Mexico to appear in the respectable character of a dummy,

simply because a half dozen of those greasers mutter *Caramba!* every time they get angry, and feel like performing a surgical operation upon a fellow's body."

"Well, Dick," said Joe, "I'll keep a bright look-out for you and help you out of your scrapes, if I can; but it would be so much more comfortable for all parties if you would only do as you just now suggested."

"What's that?" said Dick.

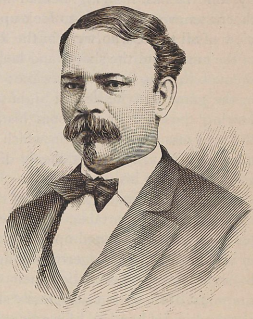
"Play dummy."

"I was in Mexico before," here remarked an acquaintance of both the men, "and on that occasion I got out into the mountains in a hurry, I tell you, and my sensible action saved me from being slit into pieces."

When Joe Mitchell had got through with his admonitions he took leave of his friend Dick, to be absent a short while. He had hardly got out of the room when the greaser who had drawn his dagger on Dick advanced with a penitent look on his face; but there could be discovered a hair or two of the tail of the devil that was in him lingering about the corners of his eyes and Dick quietly intimated as much to him by drawing his revolver and cocking it. The greaser stood still and watched him.

"Pardon me, señor," he at length said; "I was wrong. Americano always forgive. There's my hand."

"I don't want your hand," replied Dick. "I came from a city where there are more resolute snakes-in-the-grass than any of your kind, and they never frightened me. Do you understand?" he added, as he pointed to his pistol. "I would just as soon blow your worthless head off as look at you. And now my advice to you is to make yourself scarce in this town while I am in it. I am in terrible



Ex-Fire Commissioner John J. Blair.

earnest when angry; you saw what I can do, and I have not half shown you my strength."

The fellow bowed cringingly, and stole noiselessly toward the door. Dick watched him, and it occurred to him that he never saw in any man so perfect an expression of that hang-dog, sneaking look as was depicted in the countenance of the greaser.

The day was unusually warm, and time hung heavily on Dick's hands. He did not care to go out in the street, that he might be broiled suddenly when he could be cooked so much more slowly in the shade; and as the *hombres* had returned to their several amusements, having apparently dismissed from their minds the recent row, he thought he would put aside as unworthy of consideration part of his friend's advice, and resume his game, at which thus far he had by some mistake of fortune been the winner.

He took a seat at a table that was near the door, and opposite to the dealer. He noticed, as he sat down, a small mirror, about seven by nine inches, hanging behind him on the wall, and so arranged that whenever he chose to look up he could command a very good view of all those who were in the apartment behind him. The noise of the music and the shouts and laughter at the other end of the room seemed to keep him wide awake; but soon he became so absorbed in the game that he lost all sight and thought of his surroundings. During the noise in the room his attention was entirely directed to the progress of the game in which he had engaged; but when that noise ceased, as it very suddenly did, he was aroused — awakened to a knowledge of his position.

Without, however, thinking of the little mirror he had noticed on taking a seat at the table, he suddenly looked up, and by its aid, for his eyes instantly rested upon it, he saw men and women standing in various attitudes, eagerly looking toward his end of the room, and by some strange fascination their eyes were resting upon him; in the midst of these, but noiselessly stealing toward him, with his knife clutched in his hand and his arm raised ready to strike, the cur whom but an hour before Dick had in self-defense hurled to the earth. He was now about eight feet from Dick, and in another second would have his life if he were not quick enough to defend it. The chances were terribly against him. He had not time to rise to his feet, but



he had to take his pistol from his lap, holding it behind his back, and firing at the same instant.

This movement was the work of an instant. In a twinkling Dick had driven a ball into the heart of the would-be assassin, and as he fell forward, his knife stuck deeply into Dick's flesh, but not in a vital part.

Dick now rose, and holding his revolver directly in front of his person, told the villains who thus, without giving warning, would have let a human life be sacrificed in cold blood, that if they did not make themselves scarce he would treat them as if they were so many rabid dogs.

The room was instantly vacated. Even the gamblers at the tables hurried away, leaving their money at his mercy. However, he did not touch it.

That same afternoon the fellow was buried. While the ceremonies were being conducted, Dick was on his way to his hotel. As he turned a corner of a street, a woman sprang from a door-way, and, with the fierceness of a tigress, struck at him with a stiletto, but the latter warded the blow off and threw the woman heavily to the ground. As she fell, the stiletto entered her breast and penetrated one of her lungs, from the effect of which she subsequently died. The woman was the mistress of the dead man, and, frenzied at the death of her paramour, resolved to kill Dick. Her life paid the penalty for the attempt.

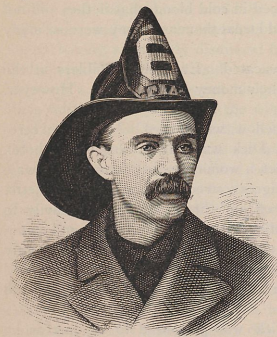
Ever after, in Mexico, Dick was permitted to do just as he pleased, for the superstitious people in that section got it into their heads that he was specially protected, and that therefore he or she who ever imagined his death was sure to come to an evil end.

In 1863, quite a ripple of excitement was occasioned among the members of the New York Fire Department by the reception of an invitation from the Fire Department of London, requesting New York to send to that city one of her steam-engines for the purpose of competing with others at a public exhibition to be given at the Crystal Palace. Manhattan No. 8, of New York, was selected, and in due time arrived in London, in charge of Mr. Charles Nichols, its foreman. Word soon came back to New York that Manhattan's boys were not being treated honestly by their English friends, and it



was very amusing to listen to some of the incendiary speeches made by the "boys" in New York. The story of Manhattan's troubles, briefly told, is as follows: On the day before the contest, the engine was brought to the Crystal Palace for the purpose of testing her, when an accident occurred. It seems that the Americans, on looking over the Crystal Palace grounds, did not discover that there were any hills. Foreman Nichols had passed his eye over the ground, believing he was to take the route which he walked over; so he prepared

himself only for a gradual declivity. But instead of going this route, the New York boys were taken in an entirely different direction. Mr. Nichols and Engineer Collins took the tongue, but Mr. Robbins, an English engineer, insisted upon taking the foreman's place, as he knew the route. He did, and so the party started, with fifteen of the London Fire Brigade. Arriving at the hill-top, some eight or ten of the brigade left, when the engine commenced descending what was apparently a small hill. It was abrupt and tortuous, and almost with-



Jeremiah Gillen.

in a few feet from the decline there was an angle of about thirty degrees. The machine becoming unmanageable, and not having sufficient men at the hold-back ropes to keep her in check, there being only five of the London Brigade, her weight was too much, and when the New Yorkers came to the turn they lost all power of direction. The result was that she struck a tree, smashed Robbins against it, and fell almost bottom upward, knocking off her fore-carriage, besides breaking her fly-wheel, and of course materially injuring her boiler. With full American pluck, the laddies determined to put her in order, if possible, for the trial of the next day. It was a heavy load to lift. Imagine fifty-one hundredweight of



Peter Masterson.

American machinery, after such a violent collision, to be lifted and put in order within twelve hours.

But with energy, men, and rope the American boys did it, and got their engine to the ground, so that they might not forfeit the \$50 for entry fee. On the ground, Engineer Collins at once commenced examining the machinery of the Manhattan. Externally she appeared, except the fly-wheel, all right; but he was fearful of some internal injury, which could not be discovered. The committee on prizes and others were afraid of the Manhattan bursting her boiler, and would not allow her to be tried until her boiler was re-tested. Captain Shaw, of the London Fire Brigade, thought it unsafe and not best for the Manhattan to enter; but having crossed the Atlantic for that purpose, Foreman Nichols and Engineer Collins said, "We will try her, if it kills us." So they re-tested her, and found her boiler in perfect condition, and though otherwise crippled, the English machinists admired her greatly. Mr. Lee, the patentee, being on the ground, and a competitor of the Manhattan for a prize, at once offered to bet £100 that she would win; thus showing that he had not only great faith in his own ingenuity, but more in the Novelty Works that built her, than either in the Amoskeag or English builders that had made his other engines of the same pattern. The test was most severe. They had some 30 feet of suction, with nearly 500 feet of

hose for the water to pass through up an inclined plane of from 20 to 40 feet, and then the jet was to play into another ascent of 60 feet.

On the start they lifted the water quicker than any other engine on the ground; but, unfortunately, the Manhattan's fly-wheel again gave out, and it was found that the machinery was injured internally, and it became necessary to stop at once.

The report of the trial in the London *Times* contained the usual slur, which at that time the journal was accustomed to cast upon everything American. The following extracts I take from the *Times* of July 1st, 3d, and 4th, 1863.

The engines produced for trial are divided into two classes—the small class consisting of those not exceeding 30 cwt., and the large class of those exceeding 30 cwt. and not exceeding 60 cwt.; those weights not including coal, water, hose, or other gear. The premiums will be £250 for the best engine, and £100 for the second best in each class. The chief points to which the committee direct their attention, in addition to the consideration of cost and weight, are those which relate to the general efficiency of the machines as fire-engines, combining, among other points of excellence, rapidity in raising and generating steam, facility of drawing water, the large volume thrown, the distance to which it can be projected with the least amount of loss, and simplicity, accessibility, and durability of parts.

\* \* \* \* \*

A great many engines of different kinds have been entered for this trial, Messrs. Shand & Mason and Mr. Merryweather being the principal English competitors, as against the American machines, of which two will compete during these trials. To the chief of these, the Manhattan, an accident occurred on Tuesday, by which it has been partially disabled, and is not likely to be fit for work. In its place, however, another American engine entered the list and worked better than any American fire-engine we have ever seen, for it must be understood that the American steam fire-engines are as much behind the steam fire-engines of other countries as that most pretentious political association called the New York Fire Brigade is behind any other fire brigade in Europe in real usefulness. The amateurs who constitute the fire brigade of the Empire City are wonderfully organized for political demonstrations, torchlight processions, and the like, but fail on an important point, being rather worse than useless at a fire, and the New York Fire Brigade is, if possible, badly imitated in these respects in all the Northern cities except Boston.

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The trials of the three different machines were continued at the gardens of the Crystal Palace. The tests were on this occasion most severe, and devised to put the strength and durability of each machine to the most arduous proof. For this purpose each engine had to work by itself for two hours without stopping, drawing its supply of water up into the engine from a depth of eighteen feet, and delivering it through a hose no less than four hundred feet long, the hose being laid from the lower basin of the fountains up the steep incline along the bed of the cascades into the water-temple

at the top. To raise its feed-water up from a depth of eighteen feet, and afterwards deliver it up a very steep hill through a four hundred feet length of hose, requires the most powerful and perfect engines, and of course only those of the largest size were used. The weather was very unfavorable for the trial, especially in the early part of the day, when the high wind scattered a great deal of the water as it came from the hose. The engines of Messrs. Shand & Mason, which were tried first, were exposed to great disadvantages from this cause, from 10 to 15 per cent. of the quantity of its jet being blown away before it could pass through the aperture of the target in the water-temple.

\* \* \* \* \*

The American engine was unable to go through this ordeal, not being able to keep up steam enough for the great force required to raise and propel the water. Two other American engines, however, which are to be tried to-day, will, it is said, be able to accomplish the feat easily, one of them especially being very powerful, simple, and well put together.

\* \* \* \* \*

The trials with the fire-engines were brought to a close yesterday, after each machine had been put through every conceivable form of ordeal; some of which were so severe that one,—an American engine,—as we anticipated it would, broke down completely.

His Royal Highness the Prince of Wales, accompanied by Lord Caithness, and attended by Captain Grey, came on the ground soon after ten o'clock to witness the experiments.

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On the previous evening the American engine, which worked so violently, was tried by the severe test of drawing its water from a depth of eighteen feet, and delivering it up hill through a four hundred feet length of hose into the water-temple. This was the most difficult test which any of the machines had to undergo, but those of Messrs. Shand & Mason and Mr. Merryweather went through it admirably. The American engine Alexander broke its cylinder cover in its efforts to do the same, and of course was instantly rendered useless. Yesterday the Manhattan, which was seriously injured by turning over when brought upon the ground on Tuesday, was tried in the presence of his Royal Highness. It was scarcely fair to try this engine at all; but the American gentlemen themselves wished it, and steam was got up accordingly. Before it pumped long, however, it was found to be too much injured to work with safety, and a crack which its fly-wheel had received when it fell over began to spread so fast that the machine had to be stopped at once.

The Prince appeared to take great interest in the working of the machines.

\* \* \* \* \*

The American engine was literally nowhere, and, except during an occasional spurt, fifty feet was about its maximum. As the jets were kept close up, parallel with the tower, and only distant from it a couple of feet, it was quite easy, by a comparison with the stories of the tower itself, each of which is twenty feet high, to estimate almost to a foot the height each jet was thrown. The united efforts of all the nozzles, of course, came down in a perfect cataract of water. The last effort, which was exceedingly beautiful to witness, brought the trials to a close.



Any comment on this criticism would be simply superfluous. My readers can form their own opinion of English fair play.

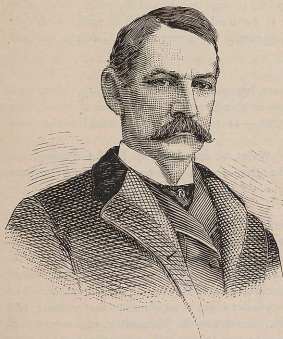
It was not long after her mishap in London that Manhattan engine with her disappointed followers arrived in this city, where an enthusiastic reception was given her and her members by Lafayette Engine No. 19, assisted by many other companies in the Department. The principal feature of the reception was the magnificent parade, and notwithstanding the night was stormy, the red shirts wet through

even at the start, the torches growing pale through the drenching they received, and that the drums rattled dismally, there was a life about the whole scene that reminded one of the "Prince of Wales" and "Cable celebration." The engine which was sent across the sea to beat the Britishers and got beaten and broken was pretty well inspected all along the route. She looked as if she had been used badly.

There was an appearance of dejection about her that would lead one, versed in the peculiarities of fire

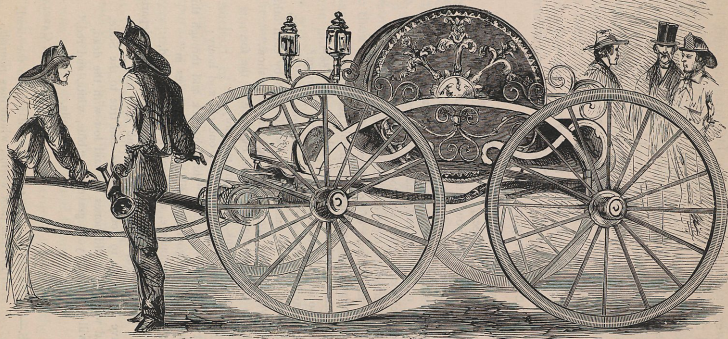
engines, to suppose that she had either misbehaved in some way, or had been treated shabbily. She seemed to shuffle along with a side gait, very much like a chap who had been keeping late hours, and had drawn his hat over his eyes that the early sun might not get a peep at them. In fact, she was not the bright Manhattan that I had so much liked to look upon. It might have been that the "old lady" was sea-sick, and had not recovered her strength; that she had lost her character, or it might have been shame that she had not a big prize to show.

It was a source of considerable pleasure at the time to the members of Manhattan Engine Company No. 8, which was the first company to introduce and run a steam fire-engine in this city, to see



George W. Anderson.





Oceana Hose Co. 36.

how they were appreciated in the Department, and how great a change had taken place since they first received their engine. I can recollect the time when some companies refused to parade in the same line with a steam fire-engine, lest some accident might occur whereby the whole Fire Department would be blown up in the air, and alight again on earth mangled into a paid system. On the occasion referred to, nearly one-half of the Department turned out to do them honor.

It was in 1855 that 19 Hose of this city paid a visit to "Taylor Hose," of Buffalo. Shortly after their return home the members of 19 received a new "jumper." "Taylor Hose" was informed of this fact, and sent the following unique reply:

The "Taylor Hose Carriage" begs leave to say  
 To "Number Nineteen," in a good-natured way,  
 That she feels that your letter unanswered so long,  
 Is not only a shame, but a very great wrong.  
 For many good reasons, and troubles distressing,  
 A good many fires, and other things pressing,  
 Your very kind letter was too long neglected,  
 But, nevertheless, the "old cart" is respected.  
 It pains me to learn of your late condemnation,  
 Yet strange things will happen in this generation;  
 The worn-out old soldier the world may disparage,  
 Why should it exempt a worn-out Hose Carriage?  
 But "stand up to the rack," my old friend and brother,  
 We have fought the same battles, we'll stand by each other;  
 As in youth so in age, we will make a "fair show,"  
 And go down to the grave with our face to the foe.  
 You may even think, that I in my glory  
 Will give "the cold shoulder" to one old and hoary;  
 But you do me injustice—"through thick and through thin,  
 I will stand by your back till your belly caves in."  
 Keep up your courage, and don't get downhearted,  
 Though your wheels are "gone in" and your glory departed.  
 You have fought the good fight both early and late,  
 Have been true to your members and true to the State,  
 And when your old bones are laid low with the dead,  
 I will wave o'er your grave the "blue, white, and red."

Fraternally,

TAYLOR HOSE CARRIAGE.

P. S.—And when the last trumpet shall awaken the dead,  
 And rob the poor worms, which they nourish,  
 Along with the rest may you raise up your head,  
 And blow on your own a loud flourish.

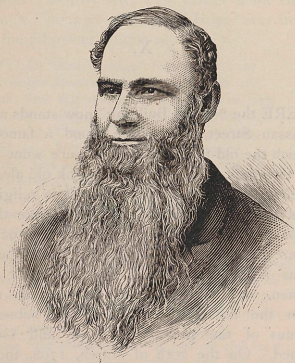
T. H. CARRIAGE.



## X.

**W**HERE the "Wood Building" now stands at 117 and 119 Nassau Street, there once stood a famous tavern, in which the old-time fire laddies were wont to congregate on evenings, talk fire matters, drink old ale, and go home betimes to their good wives, who in those days religiously awaited their husbands' return at night, no matter how late the hour might be. On one particular evening, in the winter of 1792, a number of the laddies were enjoying one of their convivial feasts, when the suggestion was made that a fund be started for the relief of disabled firemen, or their families. A meeting composed of members from the different companies was subsequently held, and the nucleus of the present Widows' and Orphans' Fund was thus formed. On the 20th of March, 1798, the organization was incorporated, and for nearly fifty years afterward it had an uninterrupted run of prosperity. In 1835, the fund was almost wiped out of existence by the conflagration which visited this city in that year, the entire principal of the Fund being invested in insurance stocks. Through the indefatigable exertions of Mr. Adam W. Spies, of 12 Engine, and Mr. James Russell, of 4 Hose, the enterprise was again placed on a sound financial basis. In 1848, the Fund again showed signs of weakening, owing to the increase of the number of widows and orphans, and the corresponding decrease of receipts. The Trustees immediately set about to devise some plan whereby the Fund could again be placed on a sound footing. Mr.

John S. Giles prominently distinguished himself on this occasion. It was accidentally discovered that twenty-one foreign insurance companies were yearly neglecting to pay to the Comptroller of the State, the two per cent. tax of the premiums received by them on policies issued, and regarding which the law was very specific. A bill was immediately introduced in the Legislature asking to have this amount made over to the Fund. It was bitterly opposed by the companies interested; who in their despair offered, if the bill were withdrawn, to



George C. Connor.

pay annually the sum of \$1500 to the Fund as long as the Volunteer Fire Department remained in existence. It was no use. The friends of the Fire Department Fund would listen to no overtures of such a nature, and by persistent efforts they were rewarded by having their bill, as originally framed, passed by the Legislature, and signed by the Governor. Fifteen years afterward the Fund had over \$200,000 to its credit. When the Old Volunteer Department went out of existence, the Legislature ordered that the Fund should be confided to the Exempt Volunteer Firemen, an association which was formed on the 13th of October, 1842, its first president being



Uzziah Wenman. As the law now exists, no money can be taken from the permanent fund without the consent of the Legislature. The Fund now realizes yearly the sum of \$40,000 dollars, its sources of income being from fines for violating the chimney and other laws, and assessments upon foreign insurance companies. I take from the annual report of the Trustees of the Fund for 1880, the following :

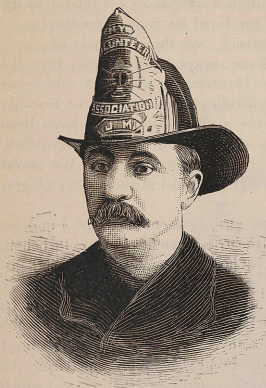
“The Fund has been in existence over three-quarters of a century ; its officers and managers have always been selected from the members of the Volunteer Fire Department, and each officer has performed his duty cheerfully and willingly, without fee or reward ; and during that long period over a million of dollars have been received and distributed in deeds of charity, in acts of benevolence, and yet not one dollar has ever been unaccounted for. We assert that this charity stands with scarcely a parallel in the history of kindred institutions.”

Besides the sources of income already mentioned, the Fund received handsome donations from theatrical benefits given in its behalf, as also from private individuals. The world-famed Jennie Lind donated \$3000 ; Mr. Eugene Boisseau, of New Orleans, once a New York fire laddie, gave \$10,000 ; Mr. William B. Astor gave \$10,000 ; and Messrs. Peter Cooper, W. E. Dodge and William H. Webb likewise gave liberally, as did many others. Probably the most important source of revenue to the Fund was the receipts from the annual balls given by the Exempt Firemen's Association, and which was always attended by the fashion and wealth of this city. The last ball was given at the Academy of Music, on the night of the 27th of January, 1873. I had the pleasure of participating in the festivities on the occasion, and will always remember the event as one of the pleasantest in my career.

These balls were features of the society world for forty-four consecutive years, and were always great events in the history of the Old Department. When, in 1829, the Fire Department ventured to give their first ball at the American Theater, in the Bowery, afterward the Old Bowery, and now the Thalia Theater, to aid in raising a fund for the support of the widows and orphans of volunteer firemen, the necessity for such a charity was very apparent, as it was only to such benevolent efforts that the helpless ones left by the volunteers could look for support. The exertions required from the



Committee of Arrangements to make an affair a success fifty-four years ago, were incomparably greater than any needed to insure the triumph of any similar undertaking during the last ten or fifteen years. Money was then more hardly earned, and more cautiously



John Moller.

expended, than in these prosperous days, and to sell 500 tickets at \$2 each, fifty-four years ago, was considered a much more serious piece of business than the disposal of 2000 tickets at \$5 would be found now. Nevertheless, the firemen's balls of that period were not only successes socially, but were generally productive of better financial results than those of very late years. The expense attendant upon such affairs increased in a ratio far greater than the attendance or the prices of tickets. The rent of the old American Theater for one ball was fixed at the modest sum of \$200, which included all

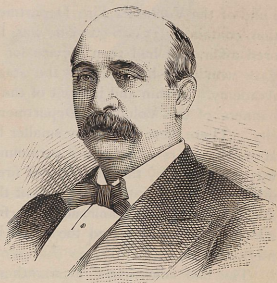
the appliances of the theater, such as they were, whereas the rent of the Academy of Music on the occasion of the last ball was \$2000.

There were many pleasant memories connected with the Old Department which were vividly recalled on the night of the ball to the minds of the veterans who wandered about the corridors and exchanged hearty greetings as they met. The faces were all familiar, despite the years that had elapsed since they doffed the helmet and uniform once so highly prized by them. The fact that it was the last ball they would ever give seemed to impress the minds of all, as it reminded them of the many stirring scenes passed through in days gone by. The fierce rivalries and sometimes bitter feuds were only remembered with a smile, though all found pleasure in recalling the incidents of volunteer firemen life. The "White Ghost,"

the "Black Joke," "Big Six," "Chelsea Hose," "Empire Hose," "M. T. Brennan," "Slippers," "Shad Belly," "Dry Bones," "Old Junk," "Old Maid," "Skivers," "Old Stag," "Turk," "Red Rover," "Rooster," "Hay-wagon," "Cit," "Wren," "Rock," "Elephant," "Veto," "Honey Bee," "Fashion," "Bean Soup," "Hay-seed," and similar old-fashioned names so familiar in the past, were frequently recalled in conversation, and a sigh given for the "good old times," when to be "washed" was a disgrace, when races were frequent, and fierce contention too often the result.

Anecdotes of heroic actions and hairbreadth escapes at fires were to be heard now and then as old comrades clasped hands and talked of their different organizations. In fact, the times of the Old Volunteer Fire Department seemed to have come back again, though only for a night, and the scene was one that will not readily be forgotten by those who witnessed it.

For several years the firemen's ball was given at the American Theater, and afterward at the old Park Theater, until the destruction of that edifice by fire, when the Astor Place Opera House witnessed the annual festivals for a long period. At the close of the Astor Place Opera House, Niblo's Garden was honored, until the erection of the Academy of Music, when the first ball ever given there was that of the Fire Department. The location of the festivities afterward suffered no change, and as already stated yearly showed an increase in public interest and importance. After the abolition of the Old Volunteer Fire Department, the necessity for a fund, such as the balls have been given to aid, had yearly decreased, and when the managers of that fund found that their cash in hand was equal to all probable contingencies, they determined to lay no further claim to



Alonzo D. Slote.

public sympathy. The ball in 1873 might, therefore, be considered to have been celebrated as much in honor of the past history of the famous volunteer firemen as with any prospect or hope of materially increasing the widows' and orphans' estate. The tempestuous storm which prevailed on that night had little effect upon the gathering at the Academy. The scenes which are so often witnessed in Irving Place every winter were repeated on that night, except that the blinding snow and wind gave additional excitement to the scene, and made the exertions of the police force in attendance doubly severe. Captain Leary had charge of the police arrangements, and, as usual, acquitted himself of his arduous duties in a manner highly creditable to his patience and his good temper.

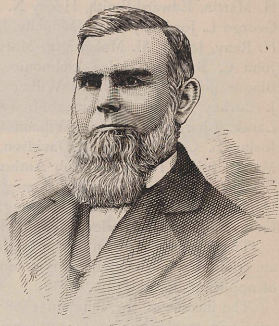
The decorations were confined to the stage, but these were of a singularly appropriate and tasteful description. The background was formed by an admirably painted scene, representing the great fire in 1835, and in front of this was placed the illuminated representation of a hose-carriage and truck, surmounted by the monogram of the Old Department, and the words, "The Widows' and Orphans' Fund of the Volunteer Fire Department." This extensive illumination, containing 35,000 gas-jets, was, like the ball itself, a time-honored affair, and had seen service for many years. Its appearance gave wonderful brilliancy to the stage, and, in fact, to the entire Academy. Within and in front of the proscenium were hung the old banners of the Volunteer Department, presented to them by the city. There were also many smaller banners of the Exempt Association, the Stars and Stripes surmounting all. A handsome device was presented by the mingling of fire-axes, speaking-trumpets, and other paraphernalia of firemen; but the most welcome decoration of all consisted of six immense vases filled with natural flowers, the odor of which penetrated the entire building and diffused delicious fragrance.

The ball commenced at a rather earlier hour than usual, for shortly after ten o'clock the overture was over and the grand march commenced. Mr. James F. Wenman, the President of the Firemen's Association, headed the promenaders, followed by the members of the various committees, with their wives or daughters. About fifty couples formed the first promenade, and gave the platform a very brilliant appearance, the toilets of the ladies being admirably

variegated in color and embellishment. The first dance, which commenced at 10:20, was the conventional Lanciers by Weigand. Even at that early hour the platform was as full as the comfort of the dancers would permit.

At 11 o'clock the Academy was completely crowded, platform, parquet, boxes and family circle overflowing with the guests. Very few balls have witnessed such an appearance of genuine cordiality as on this occasion seemed universal. Hundreds of veteran firemen, the ancient "b-boys" of New York, were assembled in the vestibules and boxes, and geniality and good-feeling seemed spontaneous and hearty. Many of the oldest of these veterans were present to grace the farewell ball.

The committees of arrangements were all very attentive, and performed their various duties with discretion and courtesy, but the unusual crowd of dancers prevented much being done in the way of arrangement. It was noticeable that although the actual number of guests present was not greater than at some of the other balls, the



George T. Patterson.

number of dancers far exceeded that of any previous ball. The costumes of the ladies were extremely brilliant, and included many novelties in feminine toilets. Full dress prevailed, and heavy silk and satin with a profusion of point lace were the most popular combinations in the dresses of the evening. The music was supplied by Grafulla, who furnished an excellent and varied programme of really first-class dance-music.

Among some of the oldest of the veterans of the Volunteer Fire Department who were present may be mentioned: Mr. John S. Giles, the treasurer of the Fund; Mr. Carlisle Norwood, of the once famous No. 5 Hose; Mr. Adam P. Prentz, Mr. Peter H. Titus, and



Mr. Lorenzo Delmonico. Those gentlemen were the veterans of veterans, and below will be found others of the most prominent of the old firemen present during the evening: James F. Wenman, John Decker, Henry B. Venn, Daniel D. Conover, William S. Bates, Robert McGinnis, John G. Fisher, John J. Westray, Alonzo Slote, Robert C. Brown, William H. Stodart, Jordan L. Mott, Daniel Slote, C. Godfrey Gunther, Cornelius C. Poilion, Frederick White, William C. O'Brien, William M. Randell, Michael Crane, George F. Nesbitt, Thomas H. Jenkins, Nathaniel D. White, Benton H. Martin, Edward Smith, Henry N. Squire, James Y. Watkins, Jr., George L. Jordan, John J. Donnelly, Frederick A. Ridabock, George H. Reay, James M. Macgregor, Martin J. Keese, James Cameron, John C. Bailey, Charles Delmonico, John R. Platt, William H. Blague, John J. Bloomfield, Wilbur F. Kirby, Edward P. Thorp, J. Corbey Perrin, Jr., James M. Tiley, George Alker, Edgar F. Lasak, Charles O'Connor, William C. Connor, Lyman N. Jones, Joshua S. Cooley, John S. Davidson, Samuel A. Besson, James E. Morris, Josiah Hedden, Jacob Anthony, Jr., Henry A. Burr, Albert J. Delatour, Daniel Stanbury, James Y. Watkins, Sr., John Garcia, Daniel T. Willets, Charles McDougall, James L. Miller, John J. Gorman, Joseph L. Perley, James J. Kelso.

The present condition of the Fund is very satisfactory, though I am creditably informed there is no diminution yearly in the number of applicants for aid.

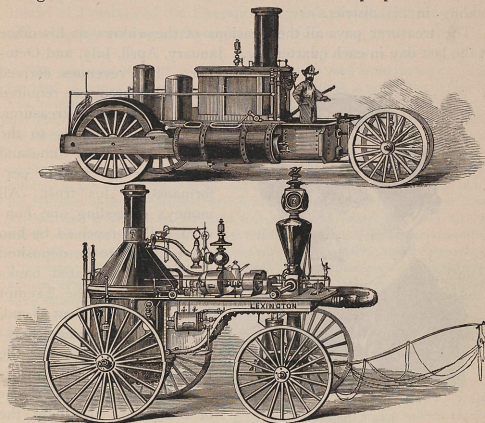
The income of the Fund in 1868 exceeded that of any former year, and enabled the trustees to replace to the credit of the Permanent Fund the \$10,000 taken from it in the year 1865, when the expenditures reached over \$40,000. There was also, in addition, \$10,000, which the trustees did not deem advisable to place in the Permanent Fund, but continued it among their available means, the same being safely invested, and in such a manner that it could be used without delay in case of any emergency arising needing its use.

As the public, and likewise many new members elected to the Association, are not acquainted with the mode of transacting the business affairs of the Board of Trustees of the Benevolent Fund, I will give the following summary:

The city is divided into ten districts, bounded by the different ward lines; a trustee is assigned to each district, whose duty it is to



examine and attend to all applicants for relief, and afford the necessary assistance. No trustee is allowed to act, except in urgent cases, outside of his own district, unless with the consent of the trustee of the district. Each trustee acts on his own judgment in regard to ordinary applications, and is held responsible to the Board for his acts. He is required to attend to any applicant who may be in the hospital, having a residence in his district, and see that proper attention is



Steam Fire Engines used by the Exempt Co. and Lexington No. 7 Volunteer Department.

given to his comfort. The president of the Board has charge of the recipients residing out of the city; these constitute the Donation Committee, each of the members of which makes his report in writing, with the names of the various applicants to whom assistance has been granted, with the circumstances connected with the same, and the amount of money paid to each applicant. These accounts are read and examined at the quarterly meetings of the Board, then passed to the chairman of the committee, who enters them in a book provided for the purpose, and the bills placed on file. Application

for placing the name of a widow on the Pension List is referred to the trustee of the district in which the applicant resides, whose duty it is to examine the Firemen's Register and ascertain that the applicant applying is entitled to be placed on the Pension List according to the rules and by-laws. (The deceased husband must have been an exempt fireman.) The trustee of the district also furnishes the coal to the applicants residing in his district.

The treasurer pays all the pensions of the widows at his office on the last day in each quarter, viz.: January, April, July, and October.

The revenues derived from all sources are required to be paid to the treasurer, who is under bonds to the amount of twenty thousand dollars for the faithful performance of his trust. All moneys exceeding one hundred dollars received by him are required to be deposited in certain designated banks to the credit of the Exempt Firemen's Benevolent Fund, and can only be drawn therefrom by resolution of the Board, and the treasurer drawing the check to the order of a trustee, specifying the amount and object of the ap-



John S. Giles.

propriation, which is then indorsed over to the party who is to receive it. The money on deposit draws interest at the rate of four per cent. When any bond and mortgage is canceled, the amount must be reinvested at the earliest opportunity, as no portion of the Permanent Fund can be expended.

There are two free scholarships in the New York University, where the sons of exempt firemen can be educated in the higher branches of education, free of expense, and it is a lamentable fact that, with the large number of exempt firemen in the city of New

York, the trustees have not been able to keep these positions filled, both being now vacant. As the school committee, with all their exertions by advertising and other ways, have not succeeded in finding pupils for these two free scholarships, an appeal is therefore made to the members of the Association for their assistance in getting these important places filled.

Before closing this chapter I must quote, from the report of the Board of Trustees of the Exempt Firemen's Association for 1862, the following interesting paragraphs :

The patriotism of the Fire Department has been well tested during our national troubles. For it is well known that they have furnished, in proportion to their numbers, as many, if not more, men and treasure than any other organization in this city, and often have we been called to mourn the loss of our brethren who have perished on the battle-field in defense of the Constitution and laws of our country.

It may not be considered that your trustees are departing from their duty in presenting to your board the position in which a member of the Department is placed on enlisting in the United States army. At the commencement of our national troubles, the members of the Department were foremost to respond in defense of our country. At that time it was hardly supposed that those who joined the army would be absent over three months, and it was the unanimous wish of the Department that the commissioners should grant the absentees their time during their absence from the city, if the same was compatible with their duties. Your trustees, on consulting their legal adviser, regret to state that he is clearly of the opinion that a member of the Department enlisting in the army or navy of the United States *ceases to be a member of the New York Fire Department*. This decision, no doubt, will fall heavily on some. Nevertheless, it must be remembered that the active and exempt members claimed the right (which has been admitted) of their exemption from militia duty; the same was demanded and granted to the firemen of New York during the war of 1812. The above decision will only affect those who had not served their whole term of service in the Department previous to their enlistment.

Although our fellow-citizens have generously responded to the calls of charitable institutions, yet we find year by year, as the rule, the donations from those whose names are stereotyped on the credit side of the treasurer's ledger. The members of the Department, to their credit, are ever and always ready to assist with their time and money in aid of our Fund. And it has long been a mystery to your trustees that one of the most worthy charitable institutions in this city is seldom or ever the recipient of those munificent legacies bequeathed by our wealthy citizens to societies whose spheres of usefulness are comparatively unknown to our city. We trust that those whom fortune has caressed in their sojourn on earth will not forget the claims and wants of the widows and orphans of the New York firemen, but will place the Charitable Fund of the Fire Department of the City of New York as one of the deserving institutions which requires the assistance of our wealthy citizens.

\* \* \* \* \*

In reviewing the various sources of revenue, it is with pride that, during the past year, *the members of the Department* have contributed the largest amount in aid of the Fund; not only in the receipt of ten thousand four hundred and fifty-seven dollars (\$10,457) through the hands of John Decker, Esq., Chief Engineer, for Initiation Certificates, but also for the cordial coöperation of the Board of Representatives, rendered to the Special Committee on Donations and Benefits, on the occasion of a benefit given in aid of the Fund, at Niblo's Theater, October 25, 1862. The Committee take this method of returning their thanks to their colleagues of the Representative Board for their valuable assistance. And although at this time they cannot report in full, they would respectfully announce that thirteen hundred and ten dollars (\$1310) has been placed in the hands of the treasurer, being nearly the whole of the net proceeds. The committee regret that they cannot report in full, owing to the neglect on the part of some who were intrusted with tickets in not making their returns in time for this report.

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Before closing our report, we deem it our duty to call your attention to the many accidents, some of them resulting fatally, from the too common practice of racing in going to and returning from fires. We do not charge those engaging in such acts as acting willfully, but we are satisfied that in their zeal to discharge their duty they are apt to neglect that caution which is necessary to protect them from injury. It is gratifying to know that Chief Engineer Decker has endeavored, as far as he has power, to prevent the practice of racing, as well as using every effort to discountenance "runners." The material of the Department being composed of some of our best citizens, there is no reason why they should not continue to preserve the position which it has ever had, as one of the most important of our municipal organizations. Your trustees, during the past year, have had calls on them for assistance from the above cause,—in some cases the loss of life as the result from this evil practice.

In conclusion, we congratulate you, as well as our citizens, in the constant improvement of the discipline of the Department; the execution of various laws conferring power on the Board of Commissioners is rapidly removing the evils which had to be contended against in former years; trusting that the members of the Department are fully alive to the importance of persevering in maintaining that high position, which can only be awarded to them by a strict compliance with the laws passed for their general benefit.

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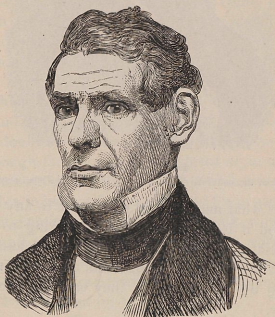
The organization recently formed in this city and known as the Volunteer Firemen's Association—the object being to alleviate the wants of the widows and orphans of deceased firemen—has awakened the citizens of New York to the necessity of doing all that can be done by their aid in relieving the necessities of those whom fate has left dependent on that well-directed charity. Said a prominent and wealthy merchant of this city to me one day:

"Although not a fireman, I have ever taken an interest in the men who proved their manliness by their acts of devotion to the



interests of our city in their labors while we were sleeping, and gave the lie to the adage, that 'all men are selfish,' by voluntary labor, without even knowing whom they benefited,—except the knowledge that it was their fellow-man,—who saved us thousands, unknown even to ourselves, by risking their lives, in checking the fierce flames, when our stores were enwrapped with the red sheet.

"When pierced through with the cold, and laid too often upon their cheerless beds with disease engendered by their toils for others,



Zophar Mills,  
One of the last Fire Commissioners of the Old Department.

it is a pleasure to know that when taken away by death, and when want actually overtakes their families, a ministering hand can be found ready to nourish and sustain the widow and orphan without their being forced to accept 'public charity.'

"The report that a substantial sum has been added to the fund of the Volunteer Firemen's Association, by the receipts from the ball held at the Metropolitan Opera House in February, 1885, has brought to my mind a circumstance connected with that older institution known as the Firemen's Widow and Orphan Fund, and which I would like to give to the public through your book, as its readers cannot





Edward Blanchard,  
One of the last Fire Commissioners of the Old Department.

fail to appreciate what may be said in respect to any such charitable undertaking; and if it is the means of bringing to the Volunteer Firemen's Association a single dollar to aid and assist its object, I shall be amply repaid for my trouble, and, at all events, your readers will lose nothing by its perusal, as they can rely upon the truth of the simple story.

“During the winter of 1846 I was boarding at a rather democratic house for the accommodation of mechanics in the upper part of the city, and among others who were my room-mates was a fireman belonging to an engine company lying near by. As far as my knowledge of fire affairs went, he was a good fireman; always out ere the sound of the bell had ceased over the first round of the district, and ever ready to aid his fellows in their disagreeable duty, whether it was through drifts of snow or out in the cool, cutting wind, when we could hear his heavy boots strike on the frozen pavement. I pitied the poor fellow very much, as I lay enwrapped in my warm blankets, and on two or three occasions attempted to gain some knowledge of the incentive that drove him to performing so much extra and, in my opinion, unnecessary work.

"He always met any inquiries with a pleasant smile, and the answer, 'Wait until you get into it once, my friend; then you'll see the beauty of it. Why, sir, I wouldn't have a mark against my name on the roll-book for ten times the amount of the fine. I have no other pleasure. I do not go to theaters, concerts, balls, or—what is far worse—I do not sit in rum-shops.

"'It is my only excitement; I love it; and while my mind is off work to gain a livelihood, it is with that company and its duties.'

"With such answers as these, of course, I could say nothing further than, 'Well, I don't know. It may be all right, but I can't see where the laugh comes in.' Nor could I; to see him come home shivering with cold and drenched to the skin in that cold weather seemed to me an act that should commit a man to the lunatic asylum. Yet night after night the same work was done, sometimes wet and sometimes breathless with the long runs and heavy dragging, but still he kept at it, and with apparent pleasure; and though painful to me, I have no doubt he felt a pleasure in his duty—for a duty he considered it, though for my part the payment of an annual seventy-five cents, and a season of jury duty once in a while, was far preferable.

"Time rolled on in its ceaseless course, and I was passing up Broadway one beautiful evening, returning from a walk, when the shouting of the firemen and the rattling of engines gave warning that there was an alarm of fire. Close upon each other the engines, hose-carriages and long ladder trucks passed, and after stopping for some time to look at them I strolled on up-town.

"On Broadway, near Canal Street, a crowd had gathered around the windows of a drug store, and upon inquiry I ascertained that one of the firemen had been run over by an engine, and that his companions had conveyed him in for such assistance as could be obtained. I know not what prompted me, but I could not resist the temptation of making my way through the crowd into the store to look at the unfortunate man. He lay upon a lounge in the rear of the store, and the doctor was engaged in washing away the blood and dirt, which had been fairly ground into his face, in order to ascertain the extent of his injuries.

"I rendered all the assistance I was able, although but little was needed, and we soon found that both wheels of the ponderous engine had passed over him, one over his breast and the other over

the side of his head, completely tearing the flesh from it. The poor sufferer was insensible, and the doctor judged that it would be better that he should be at once conveyed to the city hospital, where every facility was at hand, and where the fireman could receive every attention, the trustees of the Firemen's Fund being responsible for the payment. There they carried him, and I joined the companion of my walk, sickened with the sight of blood and suffering.

"I could not resist the temptation of calling at the hospital the next morning on my way down-town, to ascertain the condition of the man in whom I felt such an interest. With some difficulty I obtained admission, and found him in one of the wards, attended by two of the members of his company and a delicate little woman, whom I afterward learned was his wife, to whom he had been married about two years. Judge my surprise when I recognized my former boarding acquaintance, and I confess that my pleasure at again meeting him, even under such painful circumstances, partly alleviated the fear I had endured at seeing a fellow-being mutilated in the discharge of so thankless a duty.

"I explained to his attendants the object of my calling, and my former knowledge of the worth of the young man, and soon got on speaking terms with the lady, whom I found very intelligent, and warmly attached to her husband. I inquired as to the pecuniary circumstances of my old friend, and found that his wants were all provided for, and nothing remained to be done to comfort or assist him. Scarcely a day passed but I found time to call on him, and in the course of my visits I became better acquainted with the workings of the beneficial branch of the Fire Department, from my conversation with one of the trustees, whom I found to be a man of fine feelings, and who had served for many years as an active fireman, and knew exactly the position of affairs, and needed no prompting to do the duty intrusted to him.

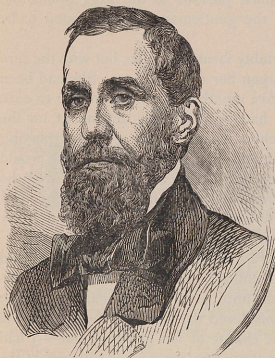
"I felt convinced that their duties were onerous, as they served for the love of the Department and its members, and were liable to be called at any moment, and always found ready to leave their homes to attend to their unfortunate companions, or their wives and children. How noble was the trust confided to them! It was an honor that the highest in the land might be proud of; and thank God for his power of forming men's hearts, not one has yet — although

many years have rolled past since the formation of the fund—proved recreant to the trust.

“In a few weeks the young fireman was able to leave the hospital and enter his home, and here the beauties of the firemen’s charity were seen to work to perfection. My friend was in poor circumstances, and being now wholly unable to work, he was entirely dependent

upon the Fund for his support. The aid was given without hesitation, and even extra help was handed in when the sensitive minds of the fireman and his wife refused to acknowledge their surplus wants.

“Month after month passed away, and at last the maimed fireman was called to his last alarm, and old Time looked unheeding on, as he passed over the river, where his spirit could look from the bright bank to the dark shadows of the shore it had left, and fondly beckon the one now left alone to await the time of joining its mate on that beautiful shore



Edward Brown, one of the last Fire Commissioners of the Old Department.

where the jarring noise of the darker side is drowned in the sweet murmurs of angel voices that for ages and ages chant ‘rest, rest,’ even rest for the heart.

“The firemen turned out in large numbers to pay the last honors to their unfortunate co-worker for the people, as he was borne to his last resting-place; and after the funeral was over, I went home with the satisfaction of knowing that the widow and her child had been placed on the Pension List of the Department, and that one of the trustees had her in charge.

“I saw no more of the parties until one day, as I was passing through one of the avenues in the upper part of the city, my atten-



tion was called by a gentleman with whom I had not the pleasure of an acquaintance, but who informed me that he had seen me on the occasion of the burial of the unfortunate fireman, and had noticed my interest in the family at the time.

“‘I am now going to see the widow, and if you feel enough interested to make the visit with me, I will take you with me.’ As I had plenty of leisure, I was much pleased at the suggestion, and freely offered to go, thanking the gentleman, whom I found to be the trustee spoken of before.

“We found her in a comfortably furnished room, but with the sure marks of consumption written upon her countenance. She had been lying in this state for the past five months, and, being unable to earn anything for her maintenance, had been entirely dependent on the Fund for her support. Her child, a smart little girl, was playing around the room, and I was painfully impressed that she soon would be an orphan even at her tender age. I knew not what induced the interest I took in these unfortunate ones, but after my introduction I made several visits, in company with my wife, and tendered every assistance that would be accepted by the trustees for her comfort.

“She finally died, and the Fire Department rendered every aid that money could furnish. The child, a little bright-eyed fairy, continued playing around my table until grown to womanhood, when she married, and although I considered that she was the child of the Department and I had but the charge of her in their name—I had no child but her; and although those who placed her with me, at the urgent request of my wife, who has since died, were perfectly satisfied that she was happy, still they used to visit us occasionally to see that she was well provided for. I would not live apart from her for all I have in the world, and I will religiously teach her children, as I taught their mother, to pray for the success of the Widows’ and Orphans’ Fund, and the Volunteer Firemen’s Association, for God alone knows what misery their mother might have endured had it not been for the attention of one of these worthy organizations.”







## XI.

**I**T was not until 1741 that any notable fires occurred in this city. During that period the Negro Plot broke out, and the insane idea prevailed that the slaves in the city were conspiring to massacre the whites, burn the town, and upon its ruins build a government with one of their own race at its head. To lend strength to this rumor, a number of fires broke out in different sections of the city, and before the excitement consequent upon these occurrences had subsided, half a dozen white men were hanged, twenty negroes were burned at a stake, twice that number hanged, and over one hundred transported to the West Indies.

The next notable fire was the burning of the "Fighting Cocks," a low groggery and brothel, situated on the wharf near Whitehall Slip, in 1776. From this house the fire spread until it had embraced in its fiery arms over seven hundred houses. Ex-Judge Joseph Henry of Pennsylvania, now deceased, has left the best record extant upon this disastrous conflagration. Of the fire he writes: "A most luminous and beautiful but baleful sight occurred to us,—that is, the city of New York on fire. One night (September 21) the watch on the deck gave a loud notice of this disaster. Running upon deck, we could perceive a light which, at the distance we were from it, was apparently of the size of the flame of a candle. This light to me appeared to be the burning of an old and noted tavern called the "Fighting Cocks," to the east of the Battery, and near

the wharf. The wind was southwardly, and blew a fresh gale; the flames at this place, because of the wind, increased rapidly. In a moment we saw another light at a great distance from the first, up the North River. The latter seemed to be an original, distinct, and new-formed fire, near a celebrated tavern in Broadway called the "Whitehall." Our anxiety for the fate of so fine a city caused much solicitude, as we harbored suspicions that the enemy had fired it. The flames were fanned by the briskness of the breeze, and drove the destructive effects of the element on all sides. When the fire reached the spire of a large steeple, south of the tavern, which was attached to a large church (Trinity), the effect on the eye was astonishingly grand. If we could have divested ourselves of the knowledge that it was the property of our fellow-citizens which was being consumed, the view might have been esteemed sublime, if not pleasing. The deck of our ship, for many hours, was lighted as at noon-day. In the commencement of the conflagration we observed many boats putting off from the fleet, rowing speedily toward the city; our boat was of the number. This circumstance repelled the idea that our enemies were the incendiaries, for, indeed, they professedly went in aid of the inhabitants. The boat returned about daylight, and from the statement of the officer and the crew, we clearly discerned that the burning of New York was the act of some mad-cap Americans. The sailors told us, in their blunt manner, that they had seen one American hanging by the heels dead, having a bayonet-wound through his breast. They named him by his Christian and surname, which they saw imprinted on his arm; they averred he was caught in the act of firing the houses. They told us, also, that they had seen one person, who was taken in the act tossed into the fire, and that several who were stealing, and suspected as incendiaries, were bayoneted. Summary justice is at no time laudable, but in this instance it may have been correct. If the Greeks could have been resisted at Persepolis, every soul of them ought to have been massacred. The testimony we received from the sailors, my own view of the distant beginning of the fire in various spots, remote from each other, and the manner of its spreading, impressed my mind with the belief that the burning of the city was the doing of the most low and vile persons for the purposes not only of thieving but of devastation.

This seemed, too, the general sense, not only of the British, but that of the prisoners then aboard the transports. Lying directly south of the city, and in a range with Broadway, we had a fair and full view of the whole process. The persons in the ships nearer to the town than we were, uniformly held the same opinion. It was not until seven years afterward that a doubt was created; but, for the honor of our country and its good name, an ascription was made of the firing of the city to accidental circumstances. It may be well that a nation, in the heat and turbulence of war, should endeavor to

promote its interests by propagating reports of its own innocence and prowess, and accusing its enemy of flagrant enormity and dastardliness (as was done in this particular case), but when peace comes, let us, in God's name, do justice to them and ourselves. Baseness and villainy are the growth of all climes and of all nations. Without the most numerous and the most cogent testimony, as the fact occurred within my own view, the eloquence of Cicero could not convince me that the firing was accidental."

The late Philip W. Engs was a walking encyclopædia



Philip W. Engs, one of the last Fire Commissioners of the Old Department.

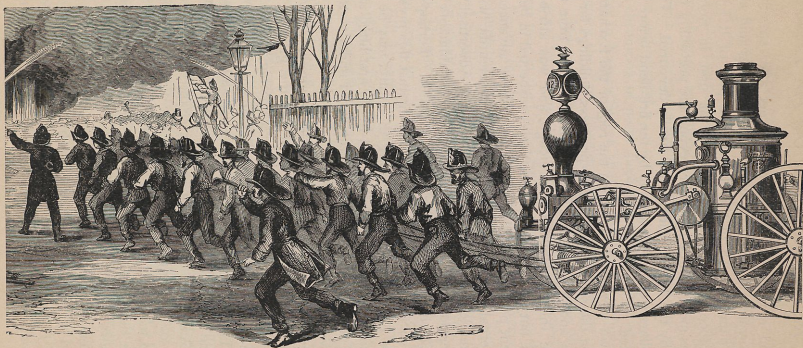
of general information on fire matters, and many an interesting narrative he has told the writer concerning fires in this city. Around the upper part of the city, viz., about the old Collect, between Orange and Rynders streets, Mr. Engs asserted, turpentine distilleries were allowed to be erected early in the present century. These would burn out from one to three times a year, calling for machines to be drawn to them from distant parts of the city, without being able to do any good, as it was impossible to arrest the flames by water,

and there were no houses so near as to be much in danger. The nuisance became so great that firemen and other citizens applied to the authorities to forbid their location within the lamp and watch district, and they were finally driven out.

The most disastrous fire of olden times was what is familiarly known as the great fire of '35. "On the night of the 16th of December, 1835," writes a friend of mine, "I was sitting with a literary friend, about 9 o'clock, in one of the private boxes of Hamblin's magnificent Bowery Theater. Suddenly the big bell of the City Hall boomed long and loud over the metropolis, and 'Fire! fire!' echoed around and within the theater. We were off in an instant, rushing out of the slamming doors and onward toward the scene of the conflagration, which was 'glaring on night's startled eye' away down-town. When we reached Wall Street, near Water, the Tontine Coffee House had caught, and dark smoke in huge masses, tinged with flickering flashes of bright flame, was bursting from all the upper windows. The night, as all who were out in it will well remember, was intensely cold. There was but little wind, but, as the fire advanced, there was plainly perceptible the 'food of fire' in the air, as I firmly believe there always is in all great conflagrations, something mysterious as yet, and unexplainable. It was so in our great fire, for I saw its evidences myself, and I saw that reports of the same evidences were mentioned as features of the still more terrible and vastly greater conflagration in Chicago in 1871. Science, there is little doubt, will find out by and by what this mysterious power is, and tell us how it is worked and how it may be guarded against, if not conquered. Whether it is atmospheric or electric, or whatever else it may be, is yet to be determined. A word or two more concerning this a little farther on.

"Our great fire traveled south and west faster than a man could walk. The night was bitter cold, the thermometer indicating 7° below zero. Water froze in all the gutters; thick ice coated the fire-plugs, crunched in the hose-pipes that encumbered the streets, and lay in 'floes' where there was a shadow from the heat and the flame. But in a little while no water was wanted. Engines were soon useless, and no energetic 'Sykesy' was required to take the butt. Clouds of smoke, like dark mountains suddenly rising into the air, were succeeded by long banners of flame, rushing to the





"Knickerbocker," No. 12, Going into Action.



zenith, and roaring for their prey. Street after street caught the terrible torrent, until acre after acre was rolling and booming, an ocean of flame! 'All of this I saw, and part of it I was.' The printing-office of the 'Knickerbocker,' at first in South William Street, was moved three times far beyond the prevailing fire, but was followed by the raging enemy, and finally devoured. Twenty millions of dollars were swallowed up by the fire-fiend before its appetite was satiated.

"As we were standing upon the roof of the Exchange, looking down upon the scene when in mid-progress, buildings far beyond the line of fire, and in no contact with it, burst in flames from the interior. The same thing happened in Chicago, and was attributed to incendiaries, but there were no incendiaries suspected in our great fire. What latent power enkindled the inside of these advanced buildings, while externally they were untouched? A scientific writer at the time contended, I think in the old 'Daily Advertiser,' that at a certain period there is what he called an 'inflammable vacuum' in the air, which is self-igniting and irresistible. Perhaps a hundred years or so from now some safeguard against this mysterious element, now lying latent and sleeping in nature, may be discovered. It is not so very long since the old tea-kettle first lifted its lid to the science of steam, and talking round the world under water is a much younger wonder."

Thirteen months after this fire the Methodist Book Concern, situated in Mulberry Street, was burned to the ground. The night was intensely cold and the wind blew a terrible gale. It is related that on the following morning fragments of burnt books were found on Long Island. One of these was a charred leaf of the Bible containing the 64th chapter of Isaiah. Very little of the leaf was legible except the 11th verse of that chapter, which reads, "Our holy and our beautiful house, where our fathers praised Thee, is burned up with fire: and all our pleasant things are laid waste."

In the destruction of popular, well-known and prized places of public resort, there is inspired a feeling of regret beyond what is felt for the mere loss of property. It is, in a measure, like parting with an old and familiar acquaintance in which we experience a personal interest. Especially is this true in regard to theaters, around which, in the minds of thousands, there will be sure to cluster many pleas-

ing associations,—recollections of many pleasant hours passed within their walls, happy meetings and partings; and, indeed, they are inseparable from pleasant memories that cling to us for a hundred reasons. The destruction of theaters in this city are held in interesting remembrance as among the special events in New York history. Such occurrences seem to work an epoch and inspire general concern and interest.

In the chronicles of more than a hundred years ago I read of "the theater in Nassau Street," but during the first quarter of the present century the Park Theater, built in 1798, was the only theater in the city. It was destroyed on the 4th of July, 1821, and Edmund Kean, the great impersonator of Shakespeare's characters, played in it on his first tour in the United States, shortly before its destruction, as Edwin Booth, the last great master of the Shakespeare muse, had just completed his wonderful delineations of Richard III., Hamlet, and Shylock in the Winter Garden, but a short time before it was swept away on March 23, 1867. Following the destruction of the Park Theater was the Bowery Theater, on the 28th of May, 1828. Ten years to a day from the destruction of the former, the Richmond Hill Theater, at Leonard and Church streets, was burned; and on the 18th of February, 1838, after a lapse of nearly ten years, the Bowery Theater was again destroyed. On the 23d of September, 1839, the National Theater was burned, the New National on the 23d of May, 1841, the Bowery a third time on the 25th of April, 1845, and Niblo's Theater on the 18th of September, 1846. The Niblo's in the Metropolitan Hotel has nothing of the Niblo's of former days, except the light and amusing performances which have always given this garden its attractions, as Winter Garden (and Metropolitan Hall before it) had always been the temple of the classic drama. The new Park Theater, which succeeded the old theater, dear in the recollections of aged play-goers, was burned on the 16th of December, 1848, and Metropolitan Hall, for a time known as Tripler Hall, the forerunner of Winter Garden, on the 9th of January, 1854. Tripler Hall was built in 1850, and was a concert-room in the hotel known as the Lafarge House. Among the first of the brilliant stars who occupied its boards was Jenny Lind, who was hailed as the "Gifted Swede," and welcomed as "Sweet Warbler," in a motto at Castle Garden, where she gave her first concert



Destruction of the Academy of Music, May 22, 1866.

on the 11th of September, 1850. Her appearance at Tripler Hall was after she left the Castle and upon her return from her tour through the country.

Here, also, Miss Catherine Hayes triumphed, and the monster "Jullien Concerts" drew immense audiences night after night. The name of the concert-room had been changed to Metropolitan Hall, and the last announcement, previous to its destruction in 1854, was for Wednesday evening, the 18th of January, when the ball-room of the Lafarge House communicating with the Hall was to have been thrown open for ladies and gentlemen patronizing Jullien's Grand Ball Paré, to obtain admission to which full evening dress was to have been indispensable. But Jullien was compelled to announce that, "in consequence of the destruction of Metropolitan Hall," it would be given elsewhere. The work of rebuilding the hotel and theater was at once commenced, and on the evening of the 18th of September, in the same year, the Great Metropolitan Theater and New York Opera House was opened with a poem spoken by Harry Eytinge, the song of "The Star Spangled Banner," and Bulwer's Play of "The Lady of Lyons." Metropolitan Hall was larger than any concert-room in Europe, and Winter Garden was one of the best theaters in this country. The decorations in fresco, by Signors Guidicini and Dorigo, were in the Elizabethan style. The dome was divided into eight lunettes, or niches, containing medallions, in which were portraits in bas-relief of Shakespeare, Molière, Racine, and Alfieri, and of Mozart, Beethoven, Rossini, and Bellini, and the whole was adorned with emblematic figures, executed with great skill and taste. In the center piece of the ceiling, under the proscenium, was a figure representing America.

After the inauguration of this theater, the places of amusement in New York had a remarkable exemption from the ravages of fire during a period of 11 years; but with the destruction of Barnum's Museum, on the 13th of July, 1865, commenced another epoch equally remarkable for unsparing destruction. The Academy of Music was destroyed on the 22d of May, 1866. Strangers arriving in the metropolis went to the Academy as tourists go to the Tuileries in Paris or St. Peter's in Rome. To the New Yorker, a thousand associations made it dear, as in it were witnessed the triumphs of Brignoli, Carl Formes, Amodio, and Junea, and of Patti, Parodi,



Piccolomini, Laborde, and Sontag, besides others of perhaps not less distinction. Intervening between the destruction of the Academy of Music and Barnum's Museum was the burning of the American Theater on Broadway, popularly known as "444," destroyed on the 15th of February, 1866, of which I speak at length further on. Then before the close of the year, on the 15th of December, the New Bowery Theater was destroyed, and finally the Winter Garden, on March 23d, 1867.

The destruction of Winter Garden was so speedy that it was impossible to save any portion of the contents. The cause of the fire has never been authentically ascertained, and will most likely remain so, as any trace or design, if such existed, was swept away at the time by the general destruction. The property at the time was leased and managed by William Stuart and Edwin Booth, and to some extent inherited its fate, for the site on which it stood was the scene of famous fires, that of Tripler Hall and the Lafarge House in 1854.

Tripler Hall was built purposely to accommodate the large audiences which nightly flocked to hear Jenny Lind. It was considered that no building then in New York was sufficiently capacious to accommodate those that would throng to do homage to the Swedish Nightingale. It was designed that she should inaugurate the new temple by her first appearance in America. But it could not be got ready in time, and the lady, after turning up her nose at the Tabernacle, consented to sing at Castle Garden. Meanwhile the work of putting up the new Hall was prosecuted on an extensive and liberal scale. It was built by Mr. Tripler, after whom it was subsequently named. It was costly and magnificent beyond anything at that time in the city, and it had been built and furnished at a cost of more than \$100,000. It was the largest musical hall in the world, except the opera houses of London, Milan and Havana. It was first opened to the inspection of the public on Monday, October 14th, 1850, and received high encomiums from the press. The formal opening took place on the following Thursday evening, when the Hall was inaugurated with a grand concert at which Madam Anna Bishop sung, and hers was the first sweet voice heard within its walls. She was followed by Jenny Lind, Catharine Hayes, Alboni and Sontag. Then it was used for ball purposes and political meet-



ings. Professor Anderson juggled and Jullien led his orchestra of a hundred performers within its walls. While in the hands of Mr. Tripler, it did not prove profitable, and in a short time it passed into the possession of Mr. Lafarge, who owned the property running through from Broadway to Mercer Street. The hotel was commenced in 1852, and, when completed, was leased to Messrs. Wright & Lanier, for \$54,000 per annum. In size and elegance of its appointments, it was second only to the St. Nicholas. With the transfer of the premises from Mr. Tripler to Mr. Lafarge, the name of the hall was changed to the Metropolitan, and the place became famous on account of the character of its principal occupants.

There Thos. D'Arcy McGee, then one of Ireland's fugitive abortive insurrectionists in 1848, found a place to speak his opinions of the injustice done to his countrymen. At that time (1852) it was taken possession of by all sorts of isms. Lucy Stone, Lloyd Garrison, Wendell Phillips, and lesser lights all congregated there.

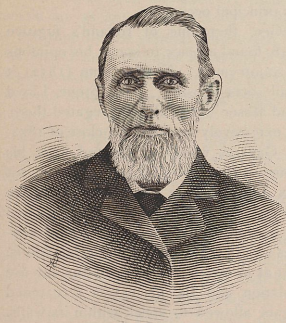
Among others who figured extensively at about the close of 1854, was an Italian priest named Gavazzi, who had seceded from his order, and was traveling through the country on a crusade against the Roman Church. He was a man of fine education, and spoke with great force and earnestness. His presence everywhere excited the greatest opposition. He was threatened with all sorts of vengeance and dread consequences should he persist in his declamations. He lectured on Saturday night at Metropolitan Hall, to the intense disgust of the Catholic population, and the place was threatened with destruction if he was again allowed to speak within its walls. He did speak there on the following Saturday night, in the presence of nearly 5000 persons. The meeting was permitted to pass over, but in a few hours after its close the building was in flames, which razed it to the ground on Sunday morning, November 8, 1854. It had had a peculiar and eventful history, and though it had not up to that time been a pecuniary success, it had largely promoted the growth and progress of that portion of the city.

With particular vividness do I remember one incident in the history of Winter Garden. The three brothers Booth—Junius Brutus, John Wilkes, and Edwin—were announced to appear in the great tragedy of *Julius Cæsar*. The house was crowded to its utmost capacity on the night of the 25th of November, 1864. Suddenly

an alarm of fire was communicated to the audience, and it was soon ascertained that the Lafarge Hotel had been set on fire, and then the wildest confusion, amounting to a panic, pervaded the vast audience. It was on that night that the rebel plot to fire the theaters and hotels of New York was attempted to be put in execution, and the Lafarge was among those marked for destruction. Terrible consequences, and probably great loss of life, were prevented on that occasion by the presence of mind and firmness of Police Inspector Leonard. Robert Kennedy, a lieutenant in the Confederate army, was subse-

quently arrested as one of the conspirators—tried, convicted, and, thank God, hung in March following.

Winter Garden had many pleasant recollections, and was fraught with precious memories of the old by-gone histrionic triumphs of those who were once the favorites of the New York public. It was here that Edward Eddy, afterward the great hero of the Bowery pit, first essayed the attempt to win dramatic renown, and many will recollect the giant frame and athletic grace of the young tragedian in the early



John Dailey.

days of the theater. Then came Laura Keene, with her golden hair and fair sunny face, with her delightful delineations of light English comedies, and tragic blue fire, and wild gypsies of Buckstone's dramas. Laura Keene was at that time in the height of her popularity with New Yorkers, and the public heard with mingled pain and surprise that William E. Burton had, by some queer practices, the power to have her dispossessed of the theater. Burton, with higher hopes, removed from Chambers Street to the favorite Winter Garden, and there commenced a most excellent revival of the drama, though but with scant profits to the manager. Mrs. Hughes,

one of the best actresses of her day, used to perform the eccentric characters in the English comedies and adaptations from Dickens, and her *Mrs. Squeers*, in "Nicholas Nickleby," will ever be remembered along with her *Mrs. Malaprop* in "The Rivals," as among the most renowned bits of character acting. Mark Smith, Charles Fisher, Briggs, and the irrepressible John Brougham, with Charles Walcott, Sr., Lizzie Weston Davenport, Charles Mathews, "Dolly" Davenport, T. B. Johnston, Joe Jefferson, Charlotte Cushman, and a host now dead or forgotten, were known to the boards of Burton's New Theater, as it was then called.

John Brougham there produced his fine burlesque of "Columbus," which attracted great attention for its fine scenery, good acting, and witty allusions. Mark Smith and Charles Fisher played in "Columbus." Barry Sullivan played an engagement here, and delighted every one with his fine readings of "Hamlet" and "Othello" at the Winter Garden. Charlotte Cushman, the queen of tragedy, we can faintly recollect in her grand impersonations of *Nancy Sykes* and *Janet Pride*; *Meg Merrilies*, one of her favorite characters, also held the spectators spell-bound under the enchantment of her glorious genius, and the very walls thrilled to hear her thunder tones as she unsexed herself in *Lady Macbeth*. Then came the magnificent revivals of "The Merry Wives of Windsor," with Burton as the *Fat Knight* and Charles Mathews as *Mr. Justice Shallow*. Then followed the "Comedy of Errors," produced in a handsome manner, with Burton and Brougham as the *Two Dromios*. Charles Mathews played in "Cox and Box," "Platter vs. Clatter," "Speculation," "Cool as a Cucumber," "Bachelor of Arts," written by Fred. Watson of this city, and also filled with his inimitable, impudent and rollicking air, the character of *Dazzle* in "London Assurance."

In these times a farcical interlude followed the first piece, in which Brougham and Burton came out before the curtain and abused each other in citizen's clothes, to the intense amusement of the audience, and the pretended horror of Mark Smith, who sat in the body of the house, dressed as a foreigner from Perth Amboy. On these occasions the protests of Mr. Smith would become so noisy and fervid in utterance that the police would have to be called for his forcible ejection. Dan Setchell was in those days the favorite low comedian, previous to the advent of the Escott Opera House

troupe. Agnes Robertson charmed her hearers nightly with her quaint characters. When Boucicault took the reins in his hands he produced the "Octoroon," with Mrs. J. H. Allen, a refined and lady-like actress, as *Dora Sunnyside*; Agnes Robertson as *Zoe*; Tom Johnston as *Jacob McCloskey*; and Boucicault as *Wanotee*. The Democratic newspapers objected to the production of the "Octoroon" at this time, as being too radical in its tone, and Boucicault replied to his assailants by stating that he could play the "Octoroon" in New Orleans without molestation. "Dot," the "Naiad Queen," "Midsummer Night's Dream" followed, brought out in a magnificent manner, and then came Kate Bateman, in turn rising into popular favor. Miss Bateman played in "Evangeline," "Gertrude," *Julia*, in the "Hunchback," and a number of other characters. Some time after this came the Booth revivals, the houses being crowded nightly, to witness a dramatic grandeur and splendor never before witnessed in America.

It is possible that the like programme may be equaled again in Shakespearean revivals, such as was seen under the régime of Stuart and Booth; but seldom has the eye ever been gratified with so beautiful and artistic pictures on a stage as those seen in "Richelieu," "Richard III.," "Hamlet," "Othello," and the "Merchant of Venice."

Barnum's Museum, destroyed by fire on the 13th of July, 1865, was again completely burned on March 3d, 1868. The old museum was situated at the corner of Ann Street and Broadway, and was a noted place of resort long before Mr. Barnum, who bought it for a song and paid for it when he was able, gave it the prestige, which was transferred to the new museum when, driven away from his old haunts by fire, he took possession of the buildings on Broadway. The buildings were known as the "Chinese Assembly Rooms," previous to the time Mr. Barnum took possession of them, and transferred to them the name of "Barnum's American Museum," from the old establishment at Ann Street. The museum destroyed in 1868 was located on Broadway, between Spring and Prince streets, in a plain and unpretending building, which would not have suggested to a stranger the fact that there were stowed away within three hundred thousand curiosities. It was opened to the public September 6th, 1865. No stranger thought of returning from a visit to the metropolis without having been to Barnum's Museum, and many,





Destruction of Barnum's Museum, July 13, 1865.



indeed, thought it comprised in a nutshell all that was worth seeing in this great city. It was thronged from morning until night, and people thought it a satisfaction to be suffocated in the rickety old building to see a moral play, the "Happy Family," and the famous gorilla, which rumor said could not resist recognizing now and then an old acquaintance of the day when he was a very harmless and unpretending monkey. Poor fellow! unless he was out of the building on the night of the fire, as well as out of Mr. Barnum's advertisement, I fear he found a watery — no, an ashy grave.

The eager and freezing crowds who stood on that cold day in March, 1868, behind a blue wall of policemen in the segment of Broadway, between Prince and Spring streets, were favored with an unusual sight. They came there to look upon the ruins of what was Barnum's Museum but a day before.

It was very cold, bitter weather, and the idlers who lounged and surged against the breakers of policemen felt very much benumbed; but still they would persist in remaining to be clubbed back now and then into the pools of broken ice-water; but still they gazed and chatted, and with mouths agape did listen to fabulous stories and strange accounts of the lions, tigers, cats, monkeys, and other wild animals which suffered in the flames of the night before.

From Prince to Spring Street, Broadway looked like a rough sketch from the Arctic regions, with snow, ice, and stalactites glowing in the March sun. Broadway looked unusually quiet here. No stages, carts, or wains to block up the great thoroughfare of merchants and traders, but instead, a noisy chattering swarm at both ends, fringing on the lake, with here and there a fireman, like a gnome or water-sprite in a pantomime, covered with cakes of ice frozen to his boots, pants, coat, and cap. Some of these laddies had ice breast-pins and ice watches, for the frigid material had taken all strange and beautiful shapes in its cold eccentricity. Huge lengths of hose, twined and contorted like cobras, were strewn across the frozen lake, and here and there a fire-engine, with its shining brass cylinder, puffed, screamed, and shook on its wheels like a jelly-shape at an alderman's dinner. Whenever a pedestrian obtained an entrance to this enchanted fairy-land of snow and ice, after passing the scrutinizing glance of the policemen, he was sure to involve his person in a slough, which would eventually insure a bad cold. On either

side of the museum the buildings presented a sad, frozen aspect — the windows dismantled, torn and jagged, the bricks and stone squares smoked like a Westphalian ham, the doors below burst in, the sign-boards smashed by short hooks, and everything inanimate betraying the presence of a destructive force.

The museum itself was a most beautiful spectacle, and one which will probably not be seen again under similar circumstances. The entire façade of the building exhibited a mosaic net-work of ice in the most fantastical fragmentary shapes. The windows were all burst in, and hot smoke poured forth from their embrasures like the smoke that shall endure forever in the bottomless pit. The signs had been rent in the struggle of man and the flames, and the dark-gray stones, which had once been of a pepper-and-salt hue, were now unrecognizable. The pictorial birds, beasts, and fishes which had adorned the façade were annihilated and skewered and stabbed, shorn of gilding and ochre. Every window was an epitome of ruin, every stone and sign-board a catalogue of suffering and a reminiscence of baked meat.

But the icy decorations of the façade could not be surpassed. Ruskin might have received ideas, and Palladio suggestions for architectural thought in the beautiful shapes which the frozen water had assumed. The two plain-looking lamps which stood in front of the door-way of the perished museum had become radiant with life and beauty. Every curl and twist in the lines was graceful and held the beholder in a spell. The top of the lamp was flowered with a fringe gorgeous enough for an empress. The door-way itself had an arch like some mediæval pile rich in tracery and design, and the stone stairs worn by the thousands of countrymen's feet in search of their owners for the "True," the "Beautiful," and the "Ridiculous" were heaped with square blocks of ice. What adornment and grandeur was there! Pillar, base, and capital, acanthus foliage, arch and nave, all the beauties and technicalities of the divine art in their grotesqueness and witchery of ensemble. Then there were branches of fir and pine trees, weird and wintry arms of oak, base and fringe work, and I know not how many other curious, majestic, or trivial forms.

I toiled up the steps in the track of the Jerseymen who had trodden it before me a million times, and into the dim, smoky pro-

spective of the burnt building. Opposite, a most enterprising photographer had established his camera, so I groped out of the radii and into the desolation and muck and ruin.

Looking from the portal on Broadway, with showers of water pouring down on my head to quench the irrepressible fiery embers below, I got a clear view back to Mercer Street, where my eye got a faint glimpse of more broken walls, ridges of bricks, huge mounds of rubbish, bones and vertebræ of various animals of the quadrumane; white-washed walls torn as if hell had opened its yawning throat; heaps of gnarled iron rods and gas-pipe; enormous blocks of stone tumbled from lofty walls; deep rents and fissures and cracks in the dirty white-washed walls; firemen in sheets of ice screaming to each other from broken walls; a crowd in either street; a wilderness and chaos, confusion and crudeness; a very medley of medleys indescribable and appalling. Here below me in this yawning abyss the heated bricks and the still burning wood were smouldering and puffing forth from their fiery gaps spiral wreaths of smoke and ebbing streaks of fire, and the engineer by my side says, in a voice hoarse from hallooing:

"I tell ye, honey, when that 'ere tiger kum out of that winder there was plenty of room for him in the street. He was an ugly beast to look at, and a wuss one to bite, I reckon."

And here was the last fiery apotheosis of Barnum—most celebrated and, of all unlucky ones, the unluckiest showman of the time.

My friend and brother journalist, Mr. Nathan D. Urner, in describing this fire in the "Tribune," at the time, said:

"The Great Curiosity Shop is no more. Its spacious halls and broad stair-ways will never again echo to the sound of shuffling feet; no more will the babbling gossip of the air repeat the cries of wonder which aforetime varied the monotony of footfall music, and made even the sleepy owls shake off their lethargy and the grinning apes chatter with delight. The 300,000 curiosities, barring the Circassian girl, the giantess, the fat woman, the baby elephant, the giraffe, and a beggarly account of smaller animals, have all disappeared forever. The cheerful song of the turtle is no longer heard, the lion and the tiger have roared their last, the doves and paroquets are mute, the Gordon Cummings collection is dust and ashes; and the happy family, cats, dogs, mice, rats, rabbits, eagles, marmosets, badgers,

owls, and those merry, mischievous cousins of the human race, the apes and monkeys, are motionless and silent. What in the world will our country friends do now? What inducement will they have to visit the great metropolis, which heretofore they have regarded simply as the big town whereof Barnum's Museum was the center



The Stampede among the "Happy Family" at the Burning of Barnum's.

and the charm? And the moral drama? The impossible heroes, the improbable heroines, the villains of unprecedented villainy, the clowns of unapproachable clumsiness, the inimitable plots, the apparently inextricable plots, the plots seemingly beyond the power of mortal man to understand or to work out to a solution,—they are all things of the past, which can please no more except in dreams, or in happy reminiscences of the days when in the crowded lecture-room, so called, the brave hero, after having cuffed the clumsy clown and killed the villain, and propitiated the beautiful heroine's father (who was always a gouty old gentleman), invariably clasped his loved one to his heart, and called her his own in tones that brought down the sympathetic audience and made the house shake with the outburst of their emotion.



"The destruction of the museum is complete. The only portion left standing is the front wall, which, from its base to its summit, was yesterday flecked and hung, and festooned with ice, molded into the most fantastic forms. At night, when the moon shone down upon the ruins, the scene from Broadway was one which those who gazed upon it—and they were legion—can never forget. Great icicles depended from every projection of the wall, and reflected the light of the moon with a weird ghastliness. The two large lamps which once illuminated the pathway of those who entered in at the broad portal were completely covered each with an immense mass of ice, that shone in the light like a gigantic Koh-i-noor under a cloud. Through the windows the bright blue starlit sky appeared as a background, and the half concealed full-length portraits of walrus, zebra, giant, gorilla, giraffe, and elephant, with the many legends in King Cadmus, his alphabet, appended thereto, formed a picture much like one's dream of a transformation scene at Niblo's, mingled with a transient glimpse of the celebrated ice palace built by that daughter of Jaroslav Vladymirowitch, better known as the Empress Anne of Russia. All day long the water from the pipe of No. 33 poured into the building, every drop of spray which fell without instantly turning to ice. All day long the dull, dark smoke arose from the interior, and, mingling with the smoke from the engine, formed in upper air a dismal cloud that overhung the resting-place of the 300,000 curiosities, till the north-easter carried it away to make room for another cloud more dismal still. All day long the light of one of the large lamps at the entrance, almost hidden from sight by the thick covering of ice which surrounded it, continued to burn, and, as if in defiance of the forces which extinguished its companion lights, continued still to burn.

"Up to a late hour in the afternoon it was supposed, very naturally, too, that, as the Hibernian would say, every living thing in the house was dead; but to the surprise of hundreds of spectators, at about five o'clock the black bear of Barnum's made his appearance at a second-story window, and immediately began to throw out signals of distress. A ladder was at once raised, and a humane fireman mounted to aid the suffering brute. He attempted to cast a noose over the animal's head, but the ursine paw was always ready to resist the attempt. Wearied at length with his unsuccessful efforts,



the fireman left the bear to his fate, which was soon to be sealed. He was seen to struggle a moment with his destiny — reeled, staggered, toppled over, and fell into the abyss below, a victim to his own inexcusable suspicion of human motives. What a hero he would make in another great beast epic like that of the middle ages, in which Bruin, Chanticleer, and Reynard figure — in which they perform deeds that make the *Reineke Fuchs* one of the standard epics of the world! It affords us much pleasure to state that the Circassian girl and the giantess do not suffer materially from their fright. The lady known vulgarly as the fat woman is, however, losing flesh to such an extent that the *Blaps Sulcata*, so efficacious in increasing the avoirdupois of Turkish women in Egypt, has been recommended as a recuperative, and will be at once imported in large quantities to suit the demand. The giraffe, however, is in a pitiable condition, having been severely burned; and the infant elephant is both chilled and frightened to within a day or two of dissolution.

"Last night engine No. 33 was still playing away upon the ruins, despite the load of ice which hung to her sides and almost clogged the movements of her machinery. The men were ordered to remain on duty all night, and the probability is that when the sun rises upon what is left of Barnum's Museum, every speck of fire will have been extinguished, and preparations made to remove the débris."

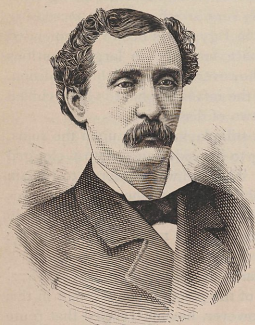
Another of New York's landmarks disappeared on May 7, 1872. It was Niblo's Theater, the oldest of the places of amusement in this city. It was used to the road, however, having traveled that route three times before. The fire in 1872 was first discovered by Capt. Peter Yule of the Sanitary Squad, and the Fire Department was soon on the ground, Engine Company No. 20 being in advance of all others on the occasion. The fire originated in a room over the dome, and used at the time for the storage of old scenes and properties of various kinds.

While the firemen of engine 20 were directing a stream from the family circle to the flames, which had broken through the dome, an explosion occurred. Foreman Hugh Bonner, first assistant chief engineer of the Fire Department of this city, and privates Thomas Loughran, William Mahoney, Thomas Carroll, and Capt. Clinchy of the 14th Precinct Police, were blown backward a consider-

able distance and for a time stunned by the shock. Foreman Bonner and Capt. Clinchy were cut about the head and face, and a portion of their clothing torn from their bodies. Members of engines 30 and 35, who were in the theater at the time, were knocked down by the explosion and some of them severely injured. The explosion, it is believed, was caused by heated air and smoke; but this is only one of the many theories advanced at the time. After the explosion the flames burst out with redoubled violence, and when it became evident that the theater was doomed, the efforts of the firemen were

directed to saving the Metropolitan Hotel and the adjoining buildings. The loss occasioned by this fire was over \$200,000.

The original Niblo's Garden was established, when Jackson was President, by Mr. William Niblo, and from him it derived its name. It was a house and garden of entertainment. It did not pretend to rank with theaters; but it rapidly grew in popularity, and almost insensibly changed in character, till at last it became one of the recognized play-houses of the metropolis. Fifty years ago it began to assume prominence, and thereafter for a long time it kept the palm

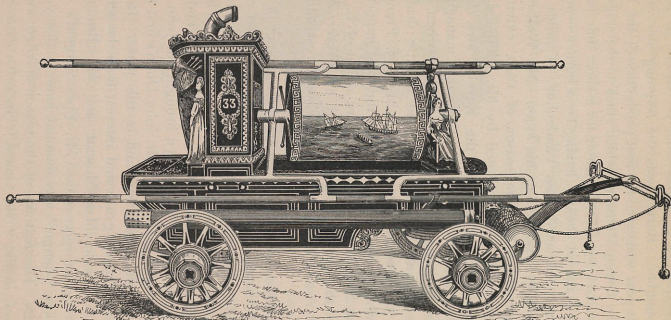


Terrence Duffy.

as the favorite summer theater of New York. Its story, in a tangible form, begins in 1837, in the summer of which year it was devoted to a musical entertainment. Mrs. Watson, Mrs. Bailey, Mrs. Knight, Mr. Plumer, and Mr. T. Bishop appeared in concert. The Ravels also performed, and a vaudeville company, under direction of Joseph Jefferson—father of the present renowned comedian—and John Sefton produced musical farces. Mrs. Maeder and the famous Clara Fisher subsequently acted there; and, with comedy, farce, and pantomime, the season was successfully carried on. Jerome Ravel's *Jocko* was then one of the sensations of the town.

In the spring of 1838, this stage was devoted again to concerts, but drama subsequently prevailed from the middle of June till the middle of September. Burton was the reigning star at Niblo's in 1839; and that year witnessed the first production of the Ravel pantomime of "The Green Monster," which stuck to the stage for many years. Mr. Wallack leased the theater for a short time in the fall of that year—his National theater having been burned—and brought forward the once renowned Miss Vandenhoff. Charles Kean and Edwin Forrest were also among his stars. Mr. Wallack's season terminated November 18. The season of 1840, extending from June 1 to October 7, was managed by Mr. Chippindale, and it included engagements of Burton, the Ravels, Mrs. Fitzwilliam, and many other attractive players. The same manager directed the theater in the seasons of 1841 and 1842, when, as before, it was devoted to much pantomime and a little drama. Tom Placide acted there in the latter year. In 1843, French as well as English performances were given; but the most important event of that year at Niblo's was the New York debut of E. L. Davenport, who, on the 9th of August, acted as *Frederick Fitzallen* in "He's Not Amiss," and attracted lively interest and emphatic approval.

Another notable incident was the first performance in New York of the opera of "Lucia," which was given at this theater on the 15th of September, by a company comprising Signors Valtelina, Antognini, Albertazzi and Maggiori, and Signoras Majocchi, Thamesi and Miss Coad. Mitchell of the old Olympic gave opera and burlesque at Niblo's in 1844, and Mr. W. Corbyn brought out John Brougham there in the autumn of that year. Mr. John Dunn's first appearance in America was made at this time and in this place. In 1845, the stage at Niblo's derived grace and interest from the acting of Mr. Nickinson, Mr. Placide, Mrs. Mowatt, and Mr. Brougham, who appeared in irregular succession. Mr. Epes Sargent's comedy of "Change Makes Change" was damned here in this year, on the 6th of October. The features of the season of 1846 were H. Placide's *Haversack*, in the "Old Guard," Hackett's *Falstaff*, George Holland's *Mr. Golightly*, and a series of impersonations by Burton. More startling than all of these, however, as an incident to the house itself, was the entire destruction of the place by fire, which happened



Old "Black Joke," No. 33.



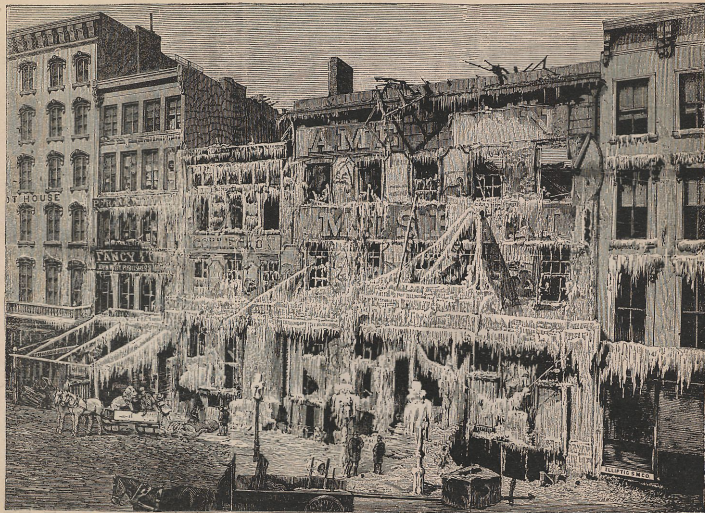
on the morning of September 18, 1846. The Ravels had played there the night before.

Niblo's Garden Theater, rebuilt, was opened on the 30th of July, 1849, under the management of Chippendale and Sefton, with the Ravels, and with a dramatic company that included, among others, Mr. Charles Burke—a great natural genius and a superb artist, who did not in his day receive the justice that he merited. In the course of the season, which lasted till January 8, 1850, performances were given by the Placides, Hackett, Mrs. John Sloan, George Barrett, John Sefton as *Jemmy Twitcher*, and Mrs. Rosini Shaw Howard, now Mrs. Rose Watkins. Opera was given at Niblo's, by Antonio Pader's Havana Opera Company, from March till May, 1850. Then Brougham appeared in a drama of his own, called, "Home." Miss Cushman acted *Meg Merrilies* here on the 10th of June, and Miss Fanny Wallack was seen on the 17th. The Ravels played a long engagement, ending with the year. French vaudeville, ballet, circus, pantomime, and drama filled up the year 1851. The latter element was very finely given by a company headed by Burton and including Blake, Placide, Lester Wallack, Dunn, Sefton, Bland, Mrs. J. Wallack, Jr., Mrs. Skerrett, Mrs. Sefton, Mrs. Hughes, Miss Weston and several others. Mr. Hudson, the Irish comedian, acted at Niblo's in September, and Anna Thillon sang there in "The Crown Diamonds."

In 1852, Gustavus V. Brooke was seen at this house, and Mr. Charles Wheatleigh made his debut, playing *Doricourt*. Flotow's "Martha" was done for the first time in America, November 1, in that year. Henrietta Sontag made her first American appearance there, January 10, 1853, as *Maria*, in "La Figlia del Reggimento." When opened in 1854, Niblo's had been enlarged and redecorated, and the Ravels once more made it attractive. Mrs. Mowatt then played her farewell engagement, taking final leave of the stage on the 3d of June. The chief incidents of 1855 were the appearance of Rachel as *Thisbe* and *Phedre* (she had previously acted at the Metropolitan), and the production of Bristow's opera of "Rip Van Winkle," by the Pyne and Harrison Opera Company. Mark Smith made a conspicuous appearance on September 5, 1856, as *Admiral Franklin*. Mme. Scheerer Johannsen, a German vocalist of ability and distinction, was heard on the 23d of October. Maretzek con-



ducted a season of opera in the spring of 1857. Miss Cushman played a farewell engagement in 1858, and Miss Mary Devlin — afterward Mrs. Edwin Booth — made her appearance in New York, playing *Juliet*. Dan Rice's circus and the Ravels were seen in this year, as also were Mr. Dion Boucicault and Miss Agnes Robertson. "Pauvrette" and "The Pope of Rome," from the French, by Mr. Boucicault, were brought out then. In 1859, Mr. Eddy acted at Niblo's with his company from the Broadway, bringing out "Valiente," by Mr. G. H. Miles, and reviving "Anthony and Cleopatra," "Rob Roy," and other standard pieces. On the 15th of August, 1859, Burton, making his last appearance on the New York stage, gave an afternoon and evening performance, and acted *Toodles*, *Ebenezer Sudden*, *Toby Tramp*, and *Micawber*. In October, Mr. and Mrs. Barney Williams, having just returned from a European sojourn of four years, appeared there with much success. In 1860, Nixon's Circus occupied this theater for several months. Brougham played a farewell engagement in the fall. In 1861, a remarkable combination was seen, consisting of Mr. E. L. Davenport, Mr. and Mrs. J. W. Wallack, Jr., Mrs. Julia Bennett Barrow, Mr. William Wheatley, Mr. Tom Placide, Mr. Mark Smith, and Mr. George Ryer. Then came Mr. Collins and Mrs. John Wood, in "The Colleen Bawn." Mr. Forrest acted there in November; Miss Heron and the Ravels were also presented that season — the former appearing for the first time as *Edith* in a version of "East Lynne." The debut of Mr. Bandmann in English drama, made January 15, 1863, is also associated with Niblo's. Miss Bateman played *Leah* there in 1863, and pleased crowded houses. Miss Heron played *Aurora Floyd*. Mr. Wheatley produced "The Duke's Motto." Mr. Bandmann came out in his famous "Narcisse," and also made his first essay in the English *Hamlet*. Vestvali's tremendous legs walked forth there in "Gaines." Mr. Forrest revived "Coriolanus." In 1864, Mr. Gaylor's "Connie Soogah" was brought out at Niblo's, with Mr. and Mrs. Barney Williams in the chief parts. Edwin Booth acted, for the first time in New York, *Bertuccio*, in the "Fool's Revenge"; Vestvali appeared in "Bel Demonico." In 1865, Mrs. Lander, returning to the stage, acted in "Mésalliance," "Adrienne, the Actress," and "The Belle's Stratagem"; Mr. Bandmann personated *Philip Beaufort*; Mr. Forrest re-appeared; and Mr. Boucicault's



Destruction of Barnum's Museum, Broadway, between Prince and Spring Streets, March 3, 1868.  
View showing the entire Façade of the Building covered with a Mosaic Network of Ice of the most Fantastical Shapes.

"Arrah-nah-Pogue" was prosperously launched. In 1866, Miss Bateman came, and was warmly welcomed; Miss Maggie Mitchell enacted *Fanchon*; and Mr. Dillon's *Belphegor* elicited enthusiastic sympathy. In 1867, the "Black Crook" fever set in, and this, with

brief intermissions, raged for a long run. Occasions of true dramatic interest, calculated to arouse the imagination and impress the mind, have not of late been numerous at Niblo's Theater, though—as indicated in this glance at its past—it honorably held, in earlier days, an equal rank with the best theaters in the city. All play-goers will remember the glorious performance, "The School for Scandal," which was given here on the occasion of the great Brougham Benefit, in 1869, when John Gilbert and Mrs. Bowers were the *Sir Peter* and *Lady Teazle*.

Later, Mr. Barrett made his first

hit in New York as *Cassius*, with Davenport as *Brutus*, the lamented Walter Montgomery as *Antony*, and Mark Smith as *Casca*. In 1870, Mr. Fechter's American debut occurred at this house, and in 1871 Messrs. Jarrett and Palmer made a really magnificent revival of "Richard III." For the most part, though, they alternated betwixt "The Black Crook," the Lydia Thompson troupe of burlesquers, and Mr. Boucicault's melodramas. The policy of the theater has been to follow, and never to lead—to seize the opportunity presented by the current popular caprice, and to endeavor to satisfy it in a manner tending to lucrative results; and this policy has not always been pushed in a manner that conscientious journalists could approve. The production of "Black Friday" was to have been effected at Niblo's when it was burned in 1872. The latter piece, it should be distinctly said, and remembered, was not stopped by the fire. It was formally withdrawn—after a forced and unremunera-



John E. Hallett.

tive run of two weeks, including sixteen representations — and is to be recorded as an unequivocal failure.

The mysterious explosion during the fire at Niblo's, of which I make mention above, recalls the fire of 1835, when buildings, removed some distance from where the fire was burning, suddenly became enveloped in flames, and all efforts of the firemen to arrest their progress were simply fruitless. When they had devoured something over \$2,000,000 worth of property they were checked; but to fight against the elements is a useless undertaking, and such instances occur daily at many of our larger fires in this city and elsewhere.

The question why fires at certain times spread so much more rapidly, and are so much more difficult to check than at others, possesses a very high degree of importance and interest.

In some cases the difference referred to by this question can, to a certain extent at least, be easily accounted for. There is no difficulty, for instance, in seeing why a shingle-roof with six inches of snow upon it should be less readily ignited by sparks than a similar roof which a midsummer sun had for two weeks been thoroughly baking. The inquiry why a fire would be likely to be more destructive in clear weather with a high wind than in a pouring rain with no wind at all, would not be a particularly puzzling problem to ordinarily intelligent children ten years of age. The influence of these, and a number of other circumstances that might be mentioned, is plain enough. But there are some influences which are far from being so obvious. After all the reasons that can be given for the spread of most of our great fires, nearly or quite all the causes assigned, both by practical and scientific men, could generally be



Abram C. Hull.



found to exist in cases where the conflagration was comparatively slight, and where the means of extinguishing it proved no less effective than usual.

Every one who regularly attends to an ordinary grate or stove has frequent occasion to observe that a fire which burns brightly at certain times with a certain draught will often require at other times a much greater draught to keep it from going out. In some cases, as I just remarked of a similar fact in reference to conflagrations, this is readily understood; but in many instances it is in a very great degree owing to causes which neither science nor practical observation knows anything about. The simple fact in regard to the whole matter is, that the different states of the earth's atmosphere are a subject concerning which, like a great many other things, science is able to tell much less than scientific men are always willing to acknowledge. There are certain philosophic truths indeed, in regard to the atmosphere, which are well ascertained, and respecting which no one capable of understanding them can have any doubt. But there are others in reference to which we are as ignorant as the ancient Romans. There are very many phenomena connected with the subject of the air we breathe, for which science utterly fails to account, and among these the numerous phenomena produced by the action of fire occupy no unimportant position.

There is, sometimes, in case of a very destructive conflagration, a kind of criticism heard in respect to alleged want of efficiency in the firemen, which is as unreasonable as the blame often attached to a doctor when a patient dies of a disease from which an individual has, under the care of another physician, recovered. The cases of the two patients — although, so far as could be seen, exactly alike — may have been, in reality, entirely different. So with fires. The skill and energy which will effectually check one will not always prevent the spread of another, although the circumstances may be, apparently, precisely the same.

Among the many important applications of the general fact that the atmosphere is sometimes in a state much more suitable for the promotion of combustion than at others, is the consideration that precautions against fire, which have with impunity been for a long time neglected, may eventually prove themselves to have been greatly needed. A degree of carelessness in this respect, which has

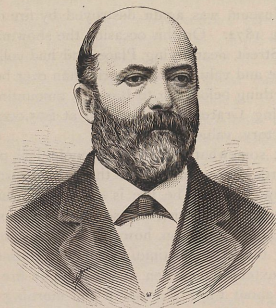


for years occasioned no injury, will not unfrequently result, eventually, in most serious disaster. Not a few of the fires attributed to incendiaries are, in all probability, owing to this cause, the occupant being unable to see why his premises should accidentally have taken fire at that particular time more than at any other, and being often sincerely convinced that a misfortune was due to malicious agency, which in reality was altogether brought about by the operation of natural laws in producing the legitimate results of his own imprudence.

Barnum's Museum was again destroyed by fire on the morning of December 24, 1872. On this occasion the showman had located on Fourteenth Street, near Irving Place, and had collected together a more extensive and valuable menagerie than ever before. The fire consumed everything belonging to Barnum, amounting to \$300,000, besides destroying Grace Chapel, valued at \$75,000, and F. Grote & Co's ivory factory, valued at \$450,000.

I will depart somewhat from the chronological order of things, to say a few words concerning one of the most disastrous fires that ever visited New York. The fire is generally referred to as the Broad Street explosion. Various causes have been assigned for this conflagration. Had the person, however, in charge of the City Hall bell-tower rung the alarm in time, the terrible consequences would, to a very great extent, have been averted. The fire first broke out in New Street, about three o'clock on the morning of the 19th of July, 1845. It was discovered in the third story of an oil store, and thence communicated to a carpenter's shop immediately adjoining. The firemen directed their attention to saving the houses near the oil store, seeing at once that this structure could not be saved. While thus engaged, some one discovered that the wooden platform extending from the fourth story of No. 36 Broad Street, occupied by Messrs. Cooks, to the opposite building in New Street was in danger of catching fire from falling cinders. Twenty-two engine was stationed almost opposite 36 Broad Street, then occupied as a chair and cabinet manufactory. Chief Engineer Anderson had directed a line to be taken through No. 36, but, by an error of some nature, a panel was broken in No. 38. The door of No. 36 was subsequently broken open, and 22's hose and pipe were taken up to the fourth story. A stream was thrown upon the platform until all traces of

the fire had disappeared, and it was with considerable surprise that Foreman Lane of 22 engine beheld a dense volume of smoke issuing from No. 36. He had been in the building but a short time before, and no signs whatever of fire were discernible at that time. Upon further investigation, it was discovered that the entire third floor of the chair factory was in flames. The fire is supposed to have been caused by the iron shutters in the rear of the building not being securely fastened. Foreman Lane immediately hastened to "back



Capt. Francis J. Twomey, Clerk of the Common Council, New York City.

his men down," but the fire had made such headway that no such order could be obeyed, and the brave laddies did not stand upon the order of going, but went, and in their haste not only left a length of hose and pipe behind them, but also one of their comrades, Mr. Frank Hart, Jr. Mr. Hart's experience on this occasion is one of the most remarkable on record. The brave laddie was standing on the rear of the fourth story of the chair factory in Broad Street when that building took fire. An alarm being given, preparations were made to take down the pipe. Hart remained to light down the hose, and when he undertook to go down, the flame and smoke was so great as to prevent his descending, and he fled to the roof of the chair factory. He then proceeded from that building to the corner

of Broad and Exchange streets, breaking each skylight as he ran over the roofs, but found no stairs leading down through the building. Finding himself thus on the third building from the chair factory, without any means of escaping, he sat in the scuttle. He did not then consider himself in any danger. He had been there but a few minutes when he heard an explosion,—a species of rumbling sound, as he described it,—followed by a succession of others of the same kind. The gable of the house next to the corner shook with each explosion, and young Hart had prepared himself, in event of it falling, to jump through the scuttle of the corner house. After the smaller explosions had occurred, all of which sounded like the discharge of a common horse-pistol, accompanied with a puffing sound like that emitted from a locomotive when first set in motion, and followed by the issuing from the first story of a thick black smoke which shot out as if from a gun, and reached nearly to Broad Street in a horizontal body, Hart heard a short, quick report. Then, immediately, a bright flame was propelled in a similar manner from the same place, and following it came the terrific explosion which resulted so disastrously to life and property. Hart felt the building falling under him for some time, when suddenly the roof on which he was located, swung around so that a corner of it caught on the opposite side of Exchange Street, and was thrown into that street, Hart escaping without any serious injury. As far as he could judge, in explaining his miraculous escape, the whole roof, that he was on, moved in one piece, and the walls under it crumbled down beneath it. As Mr. Hart fell through space, he could distinctly see the engines glistening in the moonlight, while his comrades breathlessly watched his involuntary descent to mother earth.

This memorable explosion was indeed terrific in its force. Buildings were totally demolished and others shattered beyond repair. Over one hundred and fifty buildings were in flames within two hours after the explosion, covering an area from Broad to Wall, and thence to the Bowling Green. Before the flames had been put under control, two hundred buildings were consumed. The saddest feature of the whole affair was the killing of four brave fire laddies and the serious wounding of many others.

It was at this fire that the old bell which hung in the cupola of the jail during the Revolution was destroyed. Where the Register's

office is now situated the old jail formerly stood, and when the building was remodeled, the bell was taken away and placed in the old bridewell. When the bridewell was destroyed, the bell was placed in the cupola of the house of Naiad Hose Company, in Beaver Street. The explosion in Broad Street, however, burned the hose-house, and the old sentinel that for many years gave warning of the approach of the fire-fiend at last succumbed to her formidable enemy.

The bravery and daring which characterized the firemen at this memorable fire will never be forgotten, though at the time an effort was made to reflect seriously upon their courage and honesty. Unfortunately this has been the case on very many occasions, and in every instance either petty jealousies on the part of disbanded companies, or the want of proper appreciation by the public at large, have led to these unwarranted attacks. Even at the present day the firemen are not properly appreciated.

There is not a class of men in any sphere so jealous of reputation and easily flattered as the firemen. They are always ready and willing to do duty—and this means risking health and life itself—at all hours and seasons and in all sorts of weather, generally under disadvantageous circumstances. And for what is all this done? In the Old Volunteer Department, where no pay was received, it was certainly not for money; and as the majority of the present Department were taken from the volunteer force, it is fair to presume that money is not the principal inducement. Take a large majority of the officers and men, and it will be found that they could earn as good, if not better, pay than they are now receiving, for much less work at their several trades, without risking either life, limb, or health, as they are constantly and hourly compelled to do now. I must, therefore, look for some other incentive, and I believe that this lies not so much in the excitement of a fireman's life as in the very natural love of being appreciated and flattered. It may be vanity, but I am more inclined to think that it is honest pride.

The question I propose to ask and answer is this: As a general thing, are the labors of the Fire Department appreciated? I must qualify the answer, and say only partially, and not in a manner in which they should be. Every citizen looks with pride upon the various companies when they are seen proceeding to a fire, and the usual crowd of idlers will stand around an engine and stare at a fire;



but when they have done this, it is all. Very few, if any, know or seem to care anything about a fireman's life when not in public sight on duty. Whether sufficiently paid or not, no one cares; and so long as the apparatus is run to a fire and the arduous labors of saving property are performed, the general public does not ask about the pay. In fact, some of those whose property is exposed to fire, and who are most dependent upon the Fire Department, would make opposition to anything calculated to benefit the Department if it would cost the city any money.

Again, when large conflagrations occur, if everything goes well, there are always those ready who will seek to deprive the Department of its justly earned credit, to bestow it on others who may be able, for the time being, to favor them. Or some constitutional growler hastens into print with his recollections of the Old Volunteer Department, gathered more from bunk-room reminiscences than from actual experience, for these gentry have had little of the practical life of a fireman, except around election times, when they desired to use their comrades. How could these gents be expected to know anything of fire duty, when their clothes were too fine to be soiled by filthy hose and wetted by cold water? No, every one knows that there were generally ten or twelve men in each company who, as in their daily life, were also in the Department, the bone and sinew and workers. These men were more versed in manual labor than in the use of their tongue or pen, and have left the latter for those whose hands have not been roughened by hard but honest work, although from want of experience not so well qualified to tell the truth, the whole truth, and nothing but the truth.

When a building is burned down, although no fault of the Department, but perhaps due to the want of proper and sufficient means and appliances, then hounds of vituperation are let loose, and set on with as fiendish delight as only the contemptible back-biter and slanderer knows how to do. Reply or defense is useless even if the men were able to cope with their attackers, and so the injury is allowed to pass unnoticed.

Whenever a new invention is added, the usual old-fogy shake of the head is given; and though no one can say what might have been had the invention not been used, if good is done it is taken as a matter of course, and if harm comes a universal howl is set up.



Hardly an invention is submitted to the Commissioners but that it is fairly and honestly tried. I will only mention one to prove my assertion. The Department has now in use, on most of the engines, a patent relief-nozzle, enabling the man at the pipe in the building to shut off the stream of water instantaneously, and without communicating with the engineer. This, as can readily be understood, saves thousands of dollars' worth of property in the course of the year,—for water generally does more damage than fire,—and yet who, outside the Department, even knows by whom this was invented; and who has ever shown any appreciation of it? Certainly, one would expect the insurance companies to have done something in the matter; but, if the truth must be told, the majority of them do not even know that there is such a thing as a relief-valve, though I very much fear that without it their losses would be materially greater, and dividends less. The inventor is a member of the present Department.

But to return to my subject of notable fires in New York. It was in 1803, May 22d, that the New York Bread Company's bakery, situated at 37 Vesey Street, took fire. While one of the fire laddies was on a ladder near the top of the building, the ladder suddenly slipped from its place, and the fireman was precipitated headlong through a window to the ground beneath. Strange to say, the man escaped without the slightest injury, his fire-cap, it is said, saving him from being badly cut by the glass of the window.

In the same year Bonsel's lumber yard was burned. The wind at the time was blowing very high, and sparks fell on the steeple of St. Paul's Church, causing it to take fire. It looked as though a terrible conflagration was imminent, when a sailor from the bark "Ocean Pearl," then lying in the East River, called for a pail of water and a tin cup. Tying a rope around his body, the gallant tar climbed up the lightning-rod and then threw the rope about his body to the ground. The pail of water and cup were attached to it, and the brave fellow drew them up, and after considerable difficulty succeeded in extinguishing the fire, and preventing further damage.

It was on May 19, 1811, that a fire broke out in a coachmaker's establishment situated on the north-west corner of Chatham and Duane streets, and, before the flames were checked, over a hundred houses were swept away. Scudder's Museum was then situated in

Chatham Street, about where the Bridge entrance is now, and during the progress of the fire there were high old times in keeping the animals quiet. The old Brick or Presbyterian Church then stood on the present site of the "Times" building, and during the conflagration, the tall steeple on the edifice took fire and threatened the whole lower part of the city with destruction. While consternation everywhere prevailed at this new danger, a Mr. McCormick climbed the burning tower, and with an axe chopped off the burning parts. There is no doubt but what this timely and sensible action of Mr. McCormick saved the city from being entirely consumed. The Common Council passed a vote of thanks to the brave fireman, and for years after he held the office of city marshal.

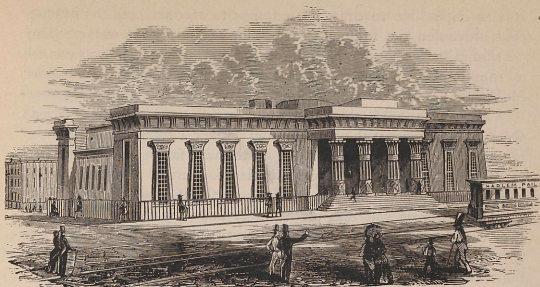
When the fire spread to Tryon Row, it was soon found necessary to raze the buildings in this section in order to arrest the flames in their progress across the city. During this work, William Peterson, foreman of engine 15, was overcome with the heat, and was carried from the scene insensible. He died a few hours later. The engine of which he was foreman afterward adopted the name of "Peterson." Six months after this conflagration, an alarm of fire was sounded about six o'clock one evening, and, according to the entry in the minute book of engine 21, "the fire proved to be nothing but the comet's tail." It was on April 24, 1833, that the City Hotel was burned, and through the bravery of the firemen and the coolness of the late Uzziah Wenman, then chief of the Department, a serious conflagration was happily averted. On the 1st of July, in the following year, Eugene Underhill and F. A. Ward, both members of Engine Company No. 13, were killed at a fire at No. 273 Pearl Street. At a fire at No. 109 Washington Street, on July 3, 1837, Thomas Herton, a member of 13 Hose just one week, was killed in



The Old Brick Church, present site of the New York "Times."

the discharge of his duty. On the 16th of April, 1840, James S. Wells, assistant engineer, and James Glasgow, of Hose Company No. 15, were killed at a fire in Eldridge Street. Both men were exceedingly popular, and, at the time, earnest expressions of condolence were offered their families in their sad bereavement. It was November 18, 1842, that the Tombs caught fire, and the cupola and part of the roof were destroyed. John C. Colt, who had murdered Samuel Adams, was to be hanged on the day of the fire, and the generally accepted theory is that the fire was started in order to facilitate Colt's escape from the building. The job was evidently bungled in some manner, for after the fire was put out, Colt's dead body was found in his cell. When he found he could not escape, the unfortunate prisoner committed suicide.

The Tombs was constructed from a plan taken from a work of John L. Stevens, of Hoboken. It is as fine a specimen of Egyptian architecture as can be found outside of Egypt itself. The Common Council determined upon its erection in 1833. The first execution in the Tombs was that of Edward Coleman, who was hanged there on the morning of January 12, 1839, for the murder of his wife, Ann Coleman, known as the "pretty hot-corn girl." Coleman was colored. After the hanging of Coleman the Tombs did not witness another execution for two years, although Ezra White and John Swack were both sentenced to death. Swack's sentence was commuted, and White secured a new trial and was convicted of manslaughter. In 1841, Patrick Russel was hanged; Thomas Tappen was condemned to death in 1842, but his sentence was commuted. In 1845, Thomas Eager was hanged for murder, and in 1846 Charles Thomas met the same fate. In 1847, there were three death sentences—William Harper, Calvin Ross, and Thomas Hayes. All three were commuted to imprisonment for life. In 1849, Alexander Jones was condemned to death under the old law for arson, but the sentence was commuted. On July 20 of the same year, Matthew Ward was hanged. In 1851, Joseph Wall, Michael Mulvay, and James Sullivan were condemned, but their sentence was commuted. During the same year, however, the Tombs was the scene of the hanging of Edward F. Douglass and Thomas Benson for the murder of Asa Havens. On September 19 of the same year two more hangings were to take place. They were the executions of Aaron B. Stookey, and of an assassin named



The Tombs, New York.

Carnell. The latter, however, escaped the gallows. In 1852, Otto Grunzig was hanged. Patrick Fitzgerald expiated his crime of murder on the 19th of April of the same year. During the following year the death sentences of James Doyle, William Johnson, and Thomas Neary were commuted, while the less fortunate Nicholas Howlett and William Saul, Joseph Clark and James L. Hoar, were hanged. In 1855, William Scharffenburg had his death sentence commuted, while in 1857 John Dorsay was hanged. The next execution was that of James Rogers in 1858. John Stevens was sentenced to be hanged February 3, 1860. Subsequently were hanged Barney Friery, and a wife murderer named Ferris. George Wagner was hanged March 1, 1867. In September, 1867, Jerry O'Brien was hanged. John Real was hanged August 5, 1870. In the same year John Reynolds paid the death penalty. In the same year John Crimmons was executed. In 1871, John Thomas, the boy murderer, was executed. In 1873, William Foster was hanged. During the same year Michael Nixon was hanged. In the winter of 1875-'76, three negroes were hanged. In 1876, John Dolan was executed. In 1880, Balbo and Cox were hanged.

On the morning of February 5, 1845, and while a terrific snow-storm was pending, the "Tribune" building, then occupying the premises Nos. 158 and 160 Nassau Street, was completely destroyed.



It was impossible to drag the engines to the fire, and the intense cold prevented the firemen from getting the necessary water. The "Tribune" was then published morning and evening, and was owned at the time by the late and lamented Horace Greeley and Thomas McElrath. A day or so after the fire, the paper resumed publication.

On April 2, 1848, the Duane Street Sugar House was burned. George Kerr, assistant engineer, and Henry Fargis, assistant foreman of No. 38 engine, were killed by the wall falling in and burying them beneath the ruins. Mr. Charles J. Durant, of 35 hose, subsequently died from injuries received at this fire. The funeral of Kerr and Fargis was one of the most imposing funeral spectacles ever witnessed in New York up to that time.

On the morning of February 4, 1850, a two hundred horse-power boiler burst in the machine shop of T. B. Taylor, Nos. 5 and 7 Hague Street. Sixty-three persons lost their lives at this fire, and the gallantry of the firemen on this occasion can never be forgotten.

On March 17, 1852, a fire occurred at 89½ Bowery, and on this occasion James R. Mount, foreman of Hose Company No. 14, placed a ladder on a barrel and, reaching the third story of the burning building, successfully rescued from a terrible death Mary Koephe, Mrs. Muller and her two children. The Fire Department presented Mr. Mount with a beautiful silver trumpet in recognition of his heroic action on this occasion. The Common Council also took notice of this gallant fireman's daring, and presented him with a beautiful silver pitcher and salver.

On December 10, 1853, the printing and publishing establishment of Harper Brothers, on Franklin Square, was completely destroyed by fire.

It was on April 25, 1854, that a very disastrous fire occurred in this city. I refer to the burning of the clothing store of William T. Jennings & Co., No. 231 Broadway, next door to the American Hotel. While the firemen were heroically battling with the flames, the walls and flooring of the building fell in and buried about twenty-five of them. Their comrades worked all night in extricating the bodies from the ruins, and at daybreak had recovered William J. Dagan of 18 hose; Michael Flinn of 53 hose; Daniel McKay of 21 engine; Alexander McKay of 21 engine; John A. Keyser of 8 hose; Andrew J. Schenck of Hook and Ladder No. 1; James McNulty of 20 engine;



and John O'Donnell of 42 engine. It is related of Schenck that he was seated talking to his fiancée when the alarm was sounded. As he arose to depart, the young lady endeavored to persuade him to remain, but young Schenck was obdurate, and taking his hat remarked as he left the house, "I will go to this fire, and it will be the last one I will ever run to." It was indeed the last for the poor fellow.

On the morning of August 17, 1858, the cupola and roof of the City Hall were burned, damaging the building to the amount of about \$30,000. On the evening before, fireworks were displayed in the City Hall Park, in commemoration of the laying of the Atlantic cable, and it is supposed that some of the sparks lodged in the roof of the building, and, fanned by the wind, ignited and set fire to the structure.

About five o'clock on the evening of October 5, 1858, the Crystal Palace, an immense iron and glass structure, situated in Reservoir Square, on Sixth Avenue, and extending from Fortieth to Forty-second Street, was entirely consumed by fire. It is generally believed that the fire was of an incendiary origin, but the matter was never satisfactorily investigated. At the time of the fire, engines 16, 28, 31, and hose-carriages 1 and 6 were on exhibition, and were consumed in the flames.

The fire in the tenement at No. 142 Elm Street, on the night of February 2, 1860, will long be remembered, no less than twenty persons being burned or suffocated to death on the occasion. The heroic action of Mr. Daniel Scully of 40 engine, who, with the assistance of his comrades, rescued six persons, is worthy of the highest commendation. Foreman James R. Mount of 15 hose saved two lives on the occasion. The Common Council presented Mr. Scully with a handsome gold medal as a reward for his heroism during this fire.

On February 3, 1863, Goodwin's cracker bakery at 209 Cherry Street was burned. During the fire, the wall of the building fell, burying John Slowey and George W. Badger of 19 engine, and Thomas Sweeny of 6 engine. The two former died from the injuries sustained, and were buried with all the pomp and splendor that the Department was possessed of.

The most appalling catastrophe probably ever chronicled in the annals of the new Fire Department occurred on the night of June



Burning of the Crystal Palace, in October, 1858.

18, 1868. About 9:30 on that night, a fire broke out at 53 Bowery, and soon the firemen were on the ground with their apparatus.

Among the engines thus brought to the scene was the steam fire-engine No. 9, which then lay, as now, in East Broadway, near Market Street. Her officers placed her in position immediately opposite the Old Bowery Theater, and shortly afterward she was engaged in throwing on the burning building a heavy stream of water. For about three-quarters of an hour she was thus in action, and, as usual, a crowd, though fortunately not of large dimensions, had gathered around to witness the working of the apparatus. Suddenly a sort of spurt was heard three times repeated, and immediately following thereafter a heavy boom, similar to the report made by the discharge of a cannon, startled the neighborhood. Almost instantly all the street lights in the vicinity were extinguished, and almost total darkness prevailed. For a minute or two no one was able to tell, or even imagine, to what the explosion was attributable, or whence it proceeded; but the cessation of work on the part of the engine soon explained where and what the accident was. Sergeant Weeyms, of the Tenth Police Precinct, happened to be at the time of the accident standing in front of the building where the fire was burning; it was confined to the interior of the house and nearly visible from the street, and immediately opposite the engine whose boiler had exploded. With him engaged in conversation was the then Fire Marshal, and, until recently, Special Treasury Agent, Captain Brackett. Both these gentlemen felt the concussion, and soon found themselves shrouded in darkness. Sergeant Weeyms immediately rushed across the Bowery and found a number of people, more or less injured, lying in all directions. The engineer of the engine, Patrick W. Hand, was lying under the apparatus with one of the fore-wheels on his breast, and completely stunned from the effects of the catastrophe. With the help of a few police and civilians who had now arrived on the scene, the engine-wheel was rolled from off Mr. Hand's body and he was removed to the City Hospital suffering intense agony. Underneath the engine and between the fore and hind wheels was a boy writhing in pain, and a piece of heavy plate-casting (hot) lying on his breast and burning into the flesh. He was speedily extricated, placed in a coach and sent to the City Hospital.



The Elm Street Fire, February 2, 1860.

Meantime those who had arrived at the scene of the calamity were busily engaged in removing the bodies of the others. Some were temporarily taken to the nearest drug stores, others into the lager-beer saloons in the vicinity, where physicians were speedily in attendance to minister to them and assuage their pain. Others, again, were removed to the hospital immediately—those requiring the speediest and greatest amount of medical care and attention.



The number removed in all was about twenty-six. Four of these were found to be dead, and two others died after being admitted to the hospital. The four killed outright were removed to the Tenth Precinct Police Station. They were all youths, evidently belonging to the humbler walk of life—two of them being about 14 and the other two about 18 years of age. They were all so disfigured, and presented such a horrible condition of features, that recognition appeared to be out of the question. Torn and lacerated in all parts of their bodies, in some places their burnt flesh was plainly visible through the clothing, scorched and torn, which in every instance was saturated with the steam that caused their death; while withal there arose from their burnt flesh and clothing a stifling, sickening odor that rendered the scene in the police station a horrible one to contemplate. How mere morbid curiosity could, as it did, bring to the place where they lay a crowd of spectators seeking to witness a sight so harrowing is beyond my knowledge. The incidents connected with the affair were singular. A Second Avenue car was proceeding down the Bowery, and was nearly filled with women and children. It had arrived within about thirty feet of the engine when the explosion occurred, and so great was the concussion that it was lifted from the track. Of course there was great consternation among the passengers, but providentially none of them were injured.

A policeman went into the car, and assuring the passengers that all danger was over, succeeded in quieting their fears. The body of a boy was fairly blown into the open doorway of the Bowery Theater-pit. He was removed to the hospital. Of course, the excitement in the neighborhood of the catastrophe, as soon as the facts became known, was intense. A general rush was made for the scene, and the police—who had, as usual, been placed to guard the fire lines—were unable to prevent a large number of persons from breaking through. Finally, however, the rush was stopped, and all mere spectators were compelled to leave the scene. For a long time after the accident, however, they hung around, in knots of a dozen or more, outside the lines of police, discussing the calamity.

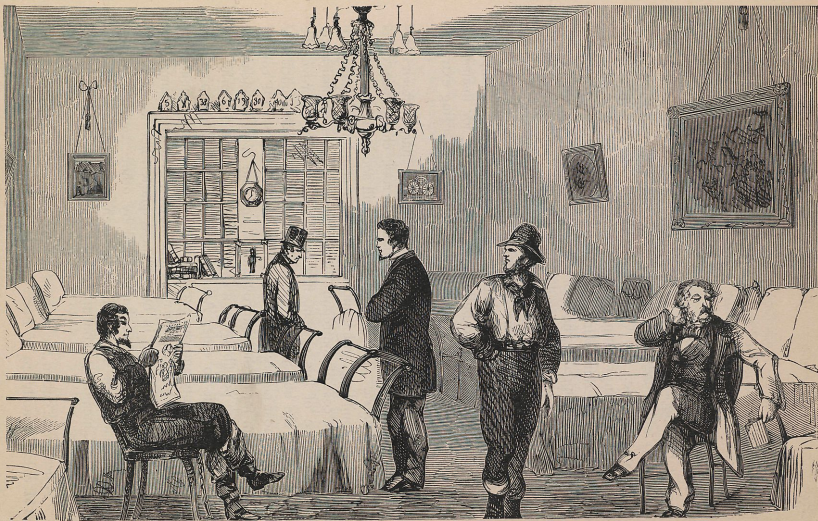
Six persons were killed by this explosion and about a dozen seriously injured. Patrick W. Hand was the engineer in charge of the engine at the time of the explosion, and Stewart Carson was its foreman. The engine which exploded was not the one belonging to



Engine Company No. 9, but was one known as No. 1, the first steamer purchased by the New Department from the Amoskeag Manufacturing Company. The cause of the explosion is said to have been in consequence of an over-pressure of steam. Mr. Hand had the reputation of being a competent engineer and a trustworthy fireman.

While on the subject of fires, I cannot help but note that whenever a disastrous conflagration visits this or other cities, the press presents its usual crop of homilies, but they bear a wonderful resemblance to those written after the first Chicago and Boston fire. The fact is, there is little that is new that can be said on this subject. The same causes produce these sweeping conflagrations in American cities, and the same criticism, expostulation, and warning are applicable in each case. Probably the strictures of the press are having the effect of improving the general situation gradually. Underwriters, of course, are pricked to action by self-interest, but the public can only be awakened to a realizing sense of their danger, and to the necessity of coöperation with the insurance companies to prevent great fires, by the efforts of the press.

The wonder has constantly been that American cities are so often visited by sweeping fires, while we very seldom hear of even a moderate-sized fire in Europe west of the frontiers of Turkey. There is nothing surprising in it, however, when we consider the relative combustibleness of the cities of the two continents. The European cities are solidly built of brick and stone, while the American cities are of wood, or of brick and stone with wooden roofs and trimmings. In our unsubstantial edifices, too, we carry immense stocks of inflammable goods, so that when a fire occurs the building is often by far the smaller part of the loss. I remember a report which was made to the New York Board of Underwriters, some years ago, and in it was stated that in our wholesale dry-goods district, which extends from Chambers to Canal streets, on the west side of Broadway, there were single blocks of stores which, if consumed with their contents, would entail almost as great a loss to their owners as was suffered by Boston in her baptism of fire in November, 1872. It also alluded to a bonded warehouse in this city, which at one time had within its walls \$20,000,000 worth of goods. It can easily be seen from this that a fire in one edifice is possible in America which, in the magnitude of the loss inflicted, would appall a European nation.



A Bunk-Room of the Old Department. A Fac-simile of "Big Six's" Bunk-Room.

There are three conditions to be obtained by an American city before it can be considered tolerably safe from the visit of a sweeping conflagration. It must be built of the least combustible material; it must have an abundant and ever ready water supply, and it must have an efficient fire department. The first I regard as the most important consideration, since in the well-built cities of continental Europe, in which fires are rarities, the means of extinguishment are often contemptible. In Geneva, for instance, I have seen a fire department walking to the locality where the inhabitants imagined they smelled something burning. Of all large American cities, New York may be ranked highest for the efficiency of its means of protection against fire. What is called in insurance circles the schedule-rating system (which has been in force here for many years) has influenced the putting up of fire-proof buildings in the localities where the largest values are accumulated. The system consists simply in describing what a standard building is, and charging for insuring it—say one dollar per hundred dollars, and then charging extra for all deviations from it.

For instance, for the absence of iron shutters, charge fifteen cents per hundred extra; for a wooden mansard roof, charge fifty cents per hundred extra. The property owner will soon discover that by altering his building and conforming to the standard, he can save more than the cost of the repairs in the reduced rates of insurance. The influence of this system has been to gradually improve the character of the buildings in the business part of the city, until now it has the most nearly fire-proof streets in the Union. Of course, there is room for further improvements, and she is by no means as exempt from the possibility of a sweeping fire as Paris or Berlin, but she is an example to other American cities. In the completeness of her water supply and the excellence of her Fire Department also, there is much with which her residents may congratulate themselves. Let the style of building in her business quarter, her water system and her Fire Department, be imitated by other American cities, and the chances of ever hearing of such conflagrations as have devastated Chicago, Boston, and other large cities will be materially lessened.

A fire broke out on the night of August 30, 1856, in the cooperage of M. & E. Connolly, 49 W. Forty-third Street. Almost adjoining this

building was the Latting Observatory, a handsome structure, much used by visitors and tourists to the city, who, ascending its serpentine stairway to the top, were enabled to obtain a beautiful and unobstructed view of the great metropolis. The observatory was 280 feet high, and during the burning presented one of the grandest spectacles imaginable. Many families were made homeless by this fire, and the firemen were nearly exhausted in their efforts to control the flames.

On December 18, 1860, the *John P. King*, a new steamship, lying at Pier No. 4, North River, caught fire and was almost totally destroyed. Some of the boys of 38 engine boarded the *King*, and taking up a position in the engine-room, did good work in keeping down the fire. When it was discovered that the vessel could not be saved, she was cut loose from her pier and towed out into the river. Those of 38 who were aboard were not aware of this fact until the water in their hose ceased to flow, and then they were obliged to jump from the blazing ship into the water, where they were picked up by the police boats. One laddie, named Thomas R. Smith, with difficulty was restrained from going back to the boat to obtain a new length of hose and a brass pipe belonging to the engine. It is related of him that he actually wept when he saw that the articles referred to must perish.

On the afternoon of December 9, 1863, a canal boat moored at the foot of Charles Street caught fire, and as the wind blew a gale at the time, the flames soon licked everything in their reach, and finally swept away the hay-barges lying at the time between Christopher and Perry streets. At one time it was feared that many vessels in the harbor would fall a prey to the fiery demon, but the wind changing, the fire was soon brought under control. The loss was estimated at \$275,000.

On the night of January 11, 1864, the buildings Nos. 51 to 55 Beekman Street caught fire, and before the flames could be controlled a loss of over \$150,000 was sustained. On the night of December 4 of the same year, Nos. 53 to 59 were completely destroyed, the loss on this occasion being over \$350,000. A number of worthy families were rendered homeless by this fire, and the scene that I witnessed in the engine-house of old Protection Engine, 5, will never be erased from my memory. Mothers with babes in





Burning of the Latting Observatory.



their arms seated themselves around the room, while children scarcely able to walk clung to their mothers' knees, not knowing what the strange sights about them meant. The large stove in the sitting-room roared with a blazing fire, and a couple of the laddies made some strong coffee, which they distributed among the unfortunates of the fire. Large, generous hearts used to beat under red shirts in the olden time. It was at this fire that old "Honey-Bee" (as fire-engine 5 was called) was completely destroyed, having been buried in the ruins.

One of the largest and most destructive fires that ever occurred in the city broke out on the evening of February 8, 1876, at No. 444 Broadway, which adjoined the Continental Hotel, for many years a landmark in New York. As a spectacle the fire was one of the most brilliant of its kind. For three hours it held 30,000 persons enthralled by its awful grandeur, and its brilliancy illumined not only New York, but shed a lurid light upon the church steeples and towers of Brooklyn and Jersey City. At precisely twenty-eight minutes past six o'clock the pedestrians who were quietly walking up and down Broadway on their homeward way from store, workshop, and factory were startled by the cry of "Fire!" Almost in an instant a fierce volume of flame burst forth above the heads of the crowd from the windows of the fourth floor of the double iron-front building Nos. 444 and 446. As if by magic, the fierce torrent of flame seemed to wrap the upper portion of the huge building, which extended from Broadway right through to Crosby Street, a distance of 220 feet. So sudden was the outburst of the fire, and so rapid was its progress, even at the beginning, that, although the firemen were prompt in their response to the alarm given from three or four telegraph-boxes in the neighborhood, they found the heat from the burning building so intense that they were from the start compelled to fight shy of the element they came to conquer.

By the time Engine Company No. 30 had arrived upon the ground and laid their hose, the fire had run rapidly rearward along the floor, where it originated, and made its appearance through the windows on the Crosby Street front, thus showing conclusively that the entire edifice was doomed. Steamer after steamer arrived in quick succession, and as each company came upon the scene they took up their locations at hydrants in Howard, Crosby, Grand, and

Broome streets, and also in Broadway. The first alarm was quickly succeeded by a general one, thus calling to the fire every company and every apparatus south of Fourteenth Street. With admirable discipline and with great celerity the various steamers were located by the engineers, and soon long lines of hose were stretched for many blocks around. These serpentine conductors all tended in one common course, and their long lines radiated in every direction. In fifteen minutes after the first alarm and five after the general one, fully twenty streams of water were playing upon the burning building. Thus the task of extinguishing the fire was fairly and earnestly commenced.

While the flames of the great conflagration were still brightening the sky, a terrible tragedy was about to be enacted. The time was half-past nine o'clock. The brave firemen were battling with the fiery element, exerting almost superhuman efforts to check its mad career. Their powerful streams were playing from a dozen different points, and the enlivening cries of the foremen and chiefs were spurring them on to further efforts. Five members of Engine Company No. 30, who had previously narrowly escaped destruction, stood in the middle of Broadway, opposite No. 444, manipulating a well-directed stream upon the burning ruins of that building. Among the débris was a large safe, and it was while endeavoring to preserve its contents by extinguishing the licking flames surrounding it that two brave firemen met their death and three were seriously injured. Standing near the men at the time were Fire Commissioner King and Chief Gicquel. They were consulting as to the probable extent of the flames before their final extinguishment, when a man approached and, tapping Commissioner King on the shoulder, asked him if he would not direct the firemen to play upon the safe instead of upon the débris. Commissioner King accordingly turned to his companion and suggested that such order be given. Chief Gicquel immediately gave the order and hurried away. Hardly had the word gone forth than the fearless firemen moved forward and entered the vacant space between Nos. 442 and 452 Broadway, rendered vacant by the entire destruction of the buildings lately upon it. They entered at a point about twenty-five feet north of No. 442 Broadway (the Continental Hotel), and proceeded inward a distance of ten feet from the sidewalk. This move was not necessary, as the stream was suffi-



Burning of the Steamer "John P. King."

ciently powerful to reach the safe with the hose in the middle of Broadway; but anticipating no danger, they went forward. Adjoining the north side-wall of the Continental Hotel was a thick brick wall, the only remaining remnant of No. 444. When the walls of the latter building fell in, it was generally supposed by the firemen that the southern side-wall had also fallen, and even the blazing light of the flames did not reveal the mistake to the average observer. The wall seen standing on the south was that of the Continental Hotel, which was yet comparatively safe from destruction. The firemen had not been in their dangerous position more than two minutes when a horrid cracking was heard, and almost instantly the treacherous wall fell with a terrible crash, burying in its ruins the poor, unsuspecting firemen. A cry of horror arose from a hundred throats as the dull thud of the heavy mass resounded amid the general din of destruction. But few knew how many victims lay crushed beneath the mass of brick. Several had beheld the firemen entering the fatal place, but in the excitement of the moment none had remembered what the number was. About the first to rush forward to the relief of the burned firemen was Captain Allaire, of the Fourteenth Precinct, who, at the time of the fall, was directing his men in the immediate neighborhood.

He was quickly followed by a platoon of officers and a crowd of firemen and officials, prominent among the latter being Chief Gicquel and Commissioner King. The thousands of spectators, pressed back by the string of police on Broadway, struggled to get inside to render assistance, and, like a flash, the news spread from lip to lip, exaggerated in many instances to several times its enormity and eagerly believed by all hearers. Ten minutes' tugging at the burning pile soon brought forth a dying man, David Clute, driver of Engine No. 30, one of the bravest men in the Department. When found, he lay insensible, and was hemmed in by the masses of brick and mortar. He was quickly carried across to the west side of Broadway between four brother firemen, and the police at once despatched a message for ambulances and surgeons. The neighboring saloon of John J. Dowd, No. 439 Broadway, offered a safe and accessible shelter, and thither he was shortly afterward brought. In a few moments another victim, Thomas J. Cortissos, of the same company, was dug out amid the excited cries of his rescuers. In his



case the signs were more encouraging. Cortissos, although unconscious when found, soon revived sufficiently to open his eyes and move his head. He also was carried to Dowd's place and laid on the floor by the side of his fellow-sufferer. David Muldrew was the next unfortunate taken from the ruins dead. His head was still bleeding from a frightful cut on the side, and he lay hemmed in among the bricks in a way suggestive of instant death. He was reverently conveyed across to the extemporized hospital. John H. Bush, assistant foreman, was next brought forth. Fortunately, he was living, but on the verge of unconsciousness. Another victim, Richard Burke, one of the insurance patrol, was subsequently found, but instead of being removed to the place where his companions lay, he preferred being carried to his home at No. 33 Willett Street, and his wishes were complied with. His injuries were of a not very serious character, consisting mainly of cuts and bruises on the arms and body. At the time of the accident, he was on the sidewalk near the fatal wall, and was about to go into the middle of the street when he was knocked down by the tumbling bricks. Adam Messer, foreman of engine No. 17, was also injured about the body, but not seriously. He was removed to his residence. When the wall fell, he was at the northern end of the vacant space, and while trying to escape from the falling mass was felled to the ground. The last of the injured was Henry Mackay, of the same company, who was severely burned on both hands while descending from his ladder. Cortissos recovered from his injuries and is now doing duty in the present Department.

No. 444, where the fire began, was many years ago a well-known feature of Broadway. The building, which formerly stood upon the site embracing Nos. 444, 446, and 448, was occupied on its upper floors as ball and supper rooms, being known as the City Assembly Rooms. That building was built in 1854 by G. W. Miller upon the ruins of several small buildings that had been destroyed by fire on the 2d of December, 1852. The Assembly Rooms consisted of a handsome ball-room, with spacious supper, dressing and retiring rooms. The ball-room was certainly the finest in the city. In addition to its dimensions, which were very large, the floor was the best for dancing in the country. It was capable of affording dancing facilities to 3000 persons, and even then there was





Miss Farren's terrible fate at the Volks Garden, in the Bowery.

no overcrowding. It was well ventilated and handsomely decorated. Each year made these rooms the scene of a larger number of reunions than any other room in the city. It was necessary, so great was the demand for them, to engage them one year ahead, and in 1866 they were rented for every night up to the 1st of April. Some of the most fashionable balls were held here, and the uniform consideration with which all gatherings were treated by its proprietors insured the rooms this extensive patronage. In addition to their uses for ball purposes, concerts, bazaars, fancy fairs and other amusements were held there through the summer months. Their admirable position on Broadway made them great favorites with all parties. On the 15th of February, 1866, the night before it was first burned down, the annual ball of the Seventy-ninth Regiment, Highlanders, was to have taken place there, but for a reason it was postponed to the following month, and consequently never took place. Shortly before the fire, the property passed from Mr. G. W. Miller into the hands of Mr. E. Miller.

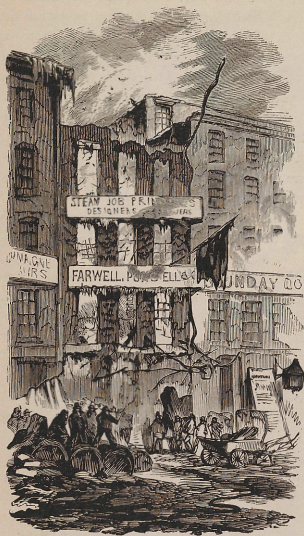
The first floor of the building, with an entrance on No. 444, was occupied as a theater. It was first opened by Henry Wood, the brother of Fernando Wood, as a minstrel hall, in opposition to the old Christy's minstrels, then located at No. 472 Broadway. Mr. Wood proved very successful, especially as he secured "George" Christy, who, leaving E. P. Christy, took the "bone end" of Wood's troupe, having for his *vis-à-vis* Jim Budwith. The company, being a strong one, soon carried the town, and the original Christy giving up the business, they had the minstrel field to themselves. Two or three years later, Mr. Wood moved his troupe to a new hall next door, to the Ball & Black building. About this time the concert-hall business broke out; and while Canterbury Hall, the Art Gallery, and the Chinese building were in their full tide of success, Mr. Robert Butler, at one time proprietor of the old Globe Theater, took possession of "444," and opened the first variety theater in the city. Then the number of "special" performers were few; yet Mr. Butler gathered about him a remarkable troupe of artists, taking from the equestrian profession the well-known Tony Pastor, who, doffing his dress of Shakespearian clown, made himself famous by his comic and local ditties. From this troupe sprung many of the leading artists now in the business. On Thursday, February 15, 1866, just after

rehearsal, flames were discovered among the scenery. Owing to the peculiar construction of the building and its inflammable contents, the entire edifice was reduced to ruins. The ground was soon after

cleared and the building destroyed in 1876 erected. The loss on this occasion was estimated at \$4,000,000.

On Thursday evening, December 27, 1855, a fire broke out at 13 Spruce Street, and for a time threatened to extend to the surrounding buildings. It caught in the first basement, occupied as a store-room for rags. The loss was inconsiderable, owing to the energy and promptness of the firemen.

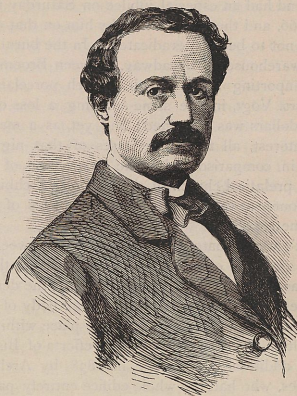
On the 8th of February, 1861, a fire broke out in the building No. 206 Fulton Street, known as the Ocean Mills, and occupied as a coffee and spice factory. Before water could be applied to the flames, owing to the intensely cold weather and the heavy gale which was



Fire in Spruce Street, December 27, 1855.

blowing, the fire extended to the next house, occupied by Hedges & Muse, paper-merchants. The difficulties encountered at this fire were many and severe. The thermometer was below zero — the wind blew wildly, and the firemen were soon so thickly encased in ice, as to find it, in many cases, almost impossible to walk. About four o'clock, Joseph Skillman, a member of Hook and Ladder

Company No. 15, one of its bravest and most efficient members, was engaged at work beneath the roof of No. 206, while his companions were busy in an effort to pull down the chimney of No. 208. It fell, but, in falling, crushed in the roof of No. 206, burying Mr. Skillman in its ruins. When taken out he was dead. The body was removed to 14 engine-house, and from there to the truck-house in Franklin



Joseph Skillman.

Street, where the coroner held an inquest, and where the testimony of Messrs. Patterson, Vieger, and Barnes fully explained the catastrophe. The verdict was, of course, accidental death.

On Sunday, the 10th, the members of the Fire Department turned out in a body to attend the funeral of Mr. Skillman from the residence of his mother, No. 112 Avenue D. Chief Engineer Decker acted as grand marshal, aided by the Board of Assistant Engineers, the members of Hook and Ladder Company 15 acting as guard of honor.



The large banner belonging to the Department was draped in mourning, and carried at the head of the line by the members of Engine Company 30. This was followed by the officers of the Fire Department, the Exempt Firemen's Association, the Board of Trustees, the Board of Fire Commissioners, and the several engine, hose, and hook and ladder companies. The remains were interred in Greenwood.

The fire-fiend had an especial jubilee on Saturday night, the 6th of October, 1866, and the marks made by him on that occasion were of a character not to be soon eradicated. In the burning of Messrs. Gunthers' fur warehouse on Broadway, between Broome and Spring streets; the importing house—with French porcelains, bijouterie, etc.—of Messrs. Vogt, in the same building, a loss of very nearly half a million dollars was sustained; and yet, as a matter of public feeling and interest, all the other losses of that night sank into insignificance in comparison with the destruction of St. Patrick's Cathedral, the prelatial church of the Catholic Archbishop of New York, and of course at the head of all other edifices of that denomination in the metropolis.

St. Patrick's was situated on Mott Street, between Prince and Houston, with grounds extending on either side to the two streets named. It was one of the largest edifices of the denomination in America, and especially endeared to the large body of Catholics by many events and ceremonies that had taken place within its walls.

It was built in 1811-12, through the efforts of Bishop Dubois; and extensive additions were made in 1838 by Archbishop (then Bishop) Hughes, who had the whole edifice entirely painted and re-decorated, while many valuable additions were made to its furniture, altar decorations, pictures, etc. One of the most effective of the ceremonies within the consecrated walls consisted in the lying-in-state and funeral ceremonies of the Archbishop himself, which took place there in the early part of 1864. The whole money value of the building and appointments destroyed was between \$150,000 to \$200,000, of which a large proportion was covered by insurance; but what insurance could restore the edifice around which so many recollections were clustered, or alleviate the sorrow of those to whom it was only less than a personal friend. The taking fire of the cathedral is one of those things which are unexplainable. Three blocks away from



the Gunther fire, it might well have been considered beyond danger; and there was no small amount of incredulity mingled with the pained feelings of the great body of parishioners living in the neighborhood, when it was reported to be on fire at the eaves. When the coming destruction was fairly foreshadowed, the same feeling manifested itself most touchingly in the reckless determination with which the crowd rushed in, tore down and bore away to places of safety the altar appointments, pictures, furniture, and other valuables rendered sacred in their eyes.

On the 14th of November, 1865, St. George's Church on Rutherford Place, Sixteenth Street, where the Rev. Dr. Tyng officiated for seventeen years, was totally destroyed by fire. The loss on this occasion was estimated at \$300,000. Insured for \$75,000.

The Old Society Library building, corner Broadway and Leonard Street, was destroyed by fire on February 12, 1867. When this building was first erected, it was considered one of the finest architectural structures in the city. The rage for classic buildings, each with a Doric portico, was then at its height. The vicissitudes of the building after it was sold by the company, who moved to a more commodious building in University Place, were many. It was sold by the Society Library to the Appletons, and for years was used by them. The addition of the square upper story, rising above the gable, and making a flat roof, is due to their enterprise. However objectionable as destroying the artistic unity of the structure, yet, as it added a new story, this small consideration had to be neglected. Afterward the lower row of iron pillars in front was added when the building passed under the control of S. B. Chittenden & Co. The loss by this fire is estimated at about \$1,500,000. When first discovered, the iron shutters prevented all ingress to the building until the fire had reached a point beyond control; but the efficiency of the Fire Department was shown by their success in confining the fire to this single building and preventing its spreading. It is singular that the risk upon this structure was at the time considered as extra favorable by the insurance companies on account of its isolated situation.

During the year 1879 the whole loss by fire was \$5,671,580. Three fires alone caused a loss of \$3,665,076. The magnitude of these fires entitles them to more than passing notice.



Burning of St. Patrick's Cathedral.

At 9:32 P. M. on the 14th of January an alarm was received from station 167 at the central office for a fire which was discovered by a police officer coming out of a fourth-story window of the Crosby Street end of the Grand Street front of the building known as that of Brooks Bros., Nos. 462 to 468 Broadway, and having a front of 100 feet on the east side of Broadway, 200 feet on the north side of Grand Street, and 100 feet on the west side of Crosby Street, being five stories high.

The Assistant Chief of Department was upon the ground within three minutes after the first alarm, and the third alarm sent out by him is recorded as received at 9:35 P. M. The condition of the fire upon the arrival of this officer was, that near the Crosby Street end of the Grand Street front, the building was so full of fire that a solid body of flame shot out of the windows of the two upper floors a distance of fifteen or twenty feet, and that while the Broadway end of these two floors was still dark, a dense smoke was issuing from the windows, the heat being already so great as to cause the brown-stone lintels and facings of the windows to throw off fragments in every direction. The companies sent for by these alarms, numbering eleven engines and five hook and ladder trucks, all responded promptly, and were at once put in service to the best possible advantage. An attempt was made by the first company arriving to reach the fourth floor on the Crosby Street front, but without success, as it was impossible to do more than reach the stairway leading to that floor, upon which the company maintained a position for some time, and until it became necessary to withdraw it. In the meantime, two of the companies succeeded in penetrating to the head of the stairway leading to the fourth floor from the Broadway front, but they were unable to maintain this position, and were forced to retire therefrom by the heat and smoke of the fire, which had by that time burned down through the ceiling of the third floor below them. At 9:50 P. M. a call was sent for additional reinforcements, consisting of three engines and two hook and ladder trucks from the vicinity of Twenty-fourth Street and Broadway, followed closely, at 9:55 P. M., by another call, upon which two engines responded from the vicinity of Broadway and Vesey Street. Additional calls, upon which seven engines from various parts of the city responded, were then sent at intervals of a few minutes, the last one being at 10:37 P. M.

Within eighteen minutes after the first alarm, that is, at 9:50 P. M., the fire had gained so much headway and the heat was so intense as to cause serious apprehension of the security of the building on the south-east corner of Broadway and Grand Street, the tin roof of which had begun to curl up when the force sent there to protect the building arrived. At this time it became necessary to confine the operations of the force to preventing the extension of the fire to surrounding buildings, because it was no longer possible to maintain a position in the building without imminent danger of great loss of life, as floor after floor in various parts of the large structure gave way. The heavy exterior walls remained standing until about 10:40 P. M., when they also gave way, with the exception of the lower portion of the Broadway front, which, together with a portion of the adjacent Grand Street front, remained standing. It was at this time that the accident occurred which resulted in the death of Fireman John Reilly of Engine Company No. 17, on Crosby Street, near the corner of Grand, who, with two comrades, had the pipe of that company at that point, and who, in some unexplained way, did not quickly enough heed the warning which enabled the other two to escape the falling walls. This wall (Crosby Street) fell across the street and into the large iron front building on the north-east corner of Crosby and Grand Streets, demolished the front to the third story, and broke through the iron gratings and sidewalk, carrying with it a considerable body of fire, which was, however, promptly extinguished.

In all, there were twenty-three engines and seven hook and ladder companies and six chief officers on duty at the fire for periods varying from two to twenty-one hours and thirty-five minutes each, actual working time; while three battalion engines, with details of men, were kept at work upon the ruins for thirty-six hours, and one for seventy-two hours; and three engines and one hook and ladder truck were called from still more remote locations to cover districts left exposed by the operations before described, making a grand total of six chief officers (out of eight at the time available for service, three being on sick-leave by reason of injuries previously received), twenty-six engine companies out of forty-three, and eight hook and ladder companies out of eighteen, in the entire city, called for duty by reason of this fire, and leaving but five engine companies and two hook and ladder companies available for other duty in that part of



the city lying south of Twenty-third Street. While the cause of this fire remains not ascertained, the point of starting is fixed to the vicinity where the fire was first observed, and the fact came out upon investigation that the windows of that part of the building were all fitted with heavy dark shades, which it was customary to draw down close at the end of business each day, the upper ones being, in addition, obscured by balustrades, thus excluding all view of the interior from the outside, and in that manner preventing an earlier discovery of the fire, which in this, as in most instances, is equivalent to saying that the fire would have been arrested on the floor where it originated, and the consequent loss of life and property prevented. Assuming that the fire did not start simultaneously upon both floors, it follows that the discovery was delayed long enough to give it sufficient headway on both upper floors to show itself therefrom at the same instant to persons on the street. Loss, \$1,333,900.

It was but three days after the fire just described—that is, on January 17th—that the Worth Street fire occurred, for which the first alarm was sent from station 86 (Broadway and Thomas Street) by a police officer, reaching the central office at 7:52 P. M. The condition of the streets, owing to a recent snow-fall, was such as to slightly retard the response of the apparatus, although the several alarms sent and received were promptly answered. The fire originated on the third floor of Nos. 62 and 64 Worth Street (a building extending through to Thomas Street, from the second floor down, and forming Nos. 70 and 72 on that street), and it was discovered from both streets simultaneously by police officers, indicating in an unmistakable manner that it had already obtained great headway, and this was also corroborated by every witness examined with reference to the origin of the fire who was at or near it at the time. The first chief officer directed a third alarm to be sent, while on his way to the fire, at about 7:56 P. M., and assuming that, as usual, there would be no delay in its transmission, went immediately into the burning building to direct the operations of the three engine and two truck companies which responded with himself on the first alarm; but, unfortunately, the circuit upon which the box attempted to be used for the purpose (No. 86, from which the first alarm was successfully sent four minutes previously) opened at 7:55½ P. M., the result being that the signal was not received. A second effort



to send it therefrom proving unsuccessful also, the box was abandoned, and the next nearest one (No. 124, corner of Leonard and Church streets) was resorted to, from which the third alarm was successfully



Burning of St. George's Church, Sixteenth Street.

sent at 8:07 P. M., followed at 8:09 P. M. by a signal calling all the apparatus due on third alarm at station 341 (Broadway and Fourteenth Street) to station 86; and at various times thereafter three additional engine companies were called, the last one being at 8:38

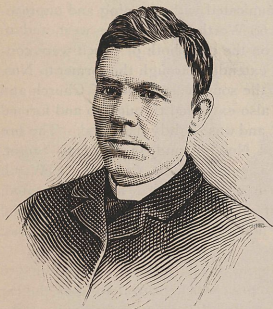
P. M., making in all twenty-three engine and nine hook and ladder companies on duty at the fire. In addition to these, four engine and two hook and ladder companies were called during the fire from more remote localities, to respond to possible calls for service in locations left exposed by the operations at this fire. The appearance of the fire upon the arrival of the first detachment was extremely threatening, and the men were able to hold their position in the building in which the fire originated for a few minutes only, as the upper floors burned through in an almost incredibly short time, precipitating heavy merchandise, débris, etc., upon the floors below, making it impossible to remain in the building, which was totally destroyed. The fire also communicated with alarming and unprecedented rapidity to Nos. 58 and 60 Worth Street on the west, and to Nos. 66 and 68 Worth Street on the east, both of which were considerably damaged; and it also extended through the former to Nos. 54 and 56 Worth Street, being the south-east corner of Church and Worth streets, which building also extended through to and formed Nos. 62 and 64 Thomas Street, and was slightly damaged. The fire also extended to and destroyed Nos. 70 and 72 Thomas Street, connected with and forming a part of Nos. 62 and 64 Worth Street, up to the third floor (in which the fire, as before stated, originated), and from which it was separated above the second floor by an open light space about fifteen feet in depth. Loss, \$1,978,991.

At 6:48 A. M. on November 25, an alarm for fire at station 536 was sent out from the central office, which proved to be in the car stables of the Eighth Avenue Railroad Company, fronting on the west side of Eighth Avenue, from the corner of Forty-ninth Street to within 50 feet of Fiftieth Street, and extending westerly over the entire width of the block, a distance of 300 feet, the series of structures covering this area being connected by doorways and other openings, bridges, etc., and being three and four stories high. Hook and Ladder Company No. 4, located at Forty-eighth Street and Eighth Avenue, received verbal notice of the fire about one minute before the telegraphic alarm, and, upon leaving quarters, its commanding officer, observing the immediate necessity for reënforcements, at 6:49½ A. M. sent out a third alarm, which, in addition to the three engine and two truck companies responding to the first alarm sent as above

stated, quickly brought eight additional engine and three truck companies to the scene. Beginning at 7:07 A. M., at intervals of a few minutes further aid was telegraphed for, the last call being sent at 7:27 A. M., six additional engines responding thereto, making a total of seventeen engines and five trucks at work at the fire, for periods ranging from one hour and thirty minutes to eleven hours and thirty-nine minutes. The remainder of the front on Eighth Avenue, corner of Fiftieth Street, was occupied by buildings 50 feet front, to which the fire also communicated (though they were but slightly damaged); and in rear of the same, fronting on Fiftieth Street, was a

small building which was demolished by the falling walls of the stable building.

The very inflammable nature of the contents of the stables, consisting of large quantities of hay, bedding, and feed, caused the fire (which was first discovered by some of the employes of the company in the feed-room on the third story of the Fiftieth Street side) to spread with such extraordinary rapidity that out of 1138 horses in the stables at the time, 248 had to be abandoned and were consumed in the flames. To



Moses McBrien.

sustain the enormous weight of horses, hay, etc., the buildings were constructed with heavy timbers, which, together with the contents, furnished the material for a very large and intense body of fire, the extension of which it became the principal effort of the force to prevent. In this effort it fortunately succeeded, the damage to the adjoining and surrounding property, except where caused by falling walls, being inconsiderable. The investigation into the cause and origin of the fire developed the fact that it was discovered by the employes of the company between eight and ten minutes before the alarm was in any manner communicated to the

Department, or, in fact, before any effort was made to do so, thus fixing the time of discovery, as nearly as could be ascertained, at 6:40 A. M. The intervening minutes between that time and the sending of the first alarm were spent by the employés in the vain effort to extinguish the fire, and the value of the time thus lost to the fire force may be estimated by the fact that the police officer who sent out the alarm from the box at the corner of Eighth Avenue and Fiftieth Street saw the fire in the south-eastern angle of the structure, *i. e.*, at the corner of Forty-ninth Street and Eighth Avenue, and nearly 200 feet distant from the point of its original discovery in another building, not exceeding two minutes prior to the receipt of the still (or verbal) alarm given to Hook and Ladder Company No. 4, when the fire was also seen in the same locality by the commanding officer of that company, who, as before stated, promptly recognized the want of considerable assistance and sent the third alarm. Despite the efforts made by the Department to induce all upon the discovery of fire to give immediate notice to the Department, it frequently occurs that minutes of the most precious time are lost in this manner, and this, it has been observed, is especially the case where large risks are involved and private appliances for fire extinguishment have been provided to protect them. While the Department does not discourage such measures of protection, it is unfortunately but too often the case, as experience has abundantly shown, that too much confidence is reposed in the handling of these appliances by men deficient in practical experience, who, in their anxiety to get the credit of extinguishing the fires, omit that most important duty, the summoning of the Fire Department, until it is too late to save the premises from destruction; and while it cannot be positively asserted that in this instance the buildings would not have been destroyed if the alarm had been given at once upon the discovery of fire, there can be no doubt that it is to the loss of these most precious first minutes that great fires, and much consequent loss of property, and occasionally of life, are generally attributable. Loss, \$352,185.

Fireman Henry C. Mount, of Engine Company No. 8, was so seriously injured at this fire by a falling wall as to cause his death, which occurred on the 9th of December. Several of the officers and members of the same company were also injured.



I must not forget to mention the fact here that during the years 1878-79 the greatest commotion was occasioned in the city by the number of incendiary fires which occurred. The following is a tabulated list of those crimes, and the names of the perpetrators, and the sentence of each after being convicted :

<i>Name.</i>	<i>When Indicted.</i>	<i>When Convicted.</i>	<i>Of what Convicted.</i>	<i>Sentence.</i>
Isaac Perlstein.....	Nov. 14, 1878	Jan. 25, 1879	Arson, 1st degree	State Prison, Life.
Abraham D. Freeman....	" 14, "	Feb. 26, "	" "	" "
Charles Bernstein.....	" 14, "	" 26, "	" "	" "
Cohen Davis.....	Mar. 10, 1879	Mar. 18, "	Perjury.....	" 7 yrs.
Joseph Levy.....	Nov. 14, 1878	June 10, "	Arson, 1st degree	" Life.
George Mills.....	June 4, 1879	Sept. 24, "	" 4th "	Penitentiary, 2 yrs.
August Stellmacher.....	Nov. 11, "	Nov. 25, "	" 3d "	State Prison, 5 yrs.
Bridget Mullane.....	Dec. 9, "	.....	.....	.....

In connection with the cases of Perlstein, Freeman, Bernstein, and Levy, who were indicted on November 14, 1878, for setting fire to the tenement-house No. 11 Ludlow Street, on the night of November 10, 1878, a brief statement of the plot, discovery, trial, and punishment is justified by the enormity of the crime, which fortunately did not result in loss of life and greater damage to property. A number of very suspicious fires in the vicinity of the tenement referred to occurred within a very short period prior to the time above stated, nearly all giving evidence of the same handiwork. Isaac Perlstein, Abraham D. Freeman, and Charles Bernstein were finally suspected and closely watched, and on the night in question were tracked from their rendezvous, No. 62 East Broadway, to the tenement above referred to, which contained no less than twenty families at the time. The incendiaries were seen to enter a certain apartment occupied by Joseph Levy, in which (shortly after they left the building) fire was discovered, as well as abundant evidences of incendiarism. During several days afterward they were again watched, and seen in company with Joseph Levy, and sufficient evidence was obtained to secure the indictment for arson in the first degree of all on November 14, 1878, upon which they were arrested on the following day. In this case, as well as in all the others referred to as occurring prior



to it, the undoubted purpose of the band was to obtain the payment of claims for much greater loss than that actually sustained by the occupants upon their policies of insurance, which were invariably found to be for amounts in excess of the actual value of the insured articles. Upon the first trial of Freeman and Bernstein the jury disagreed, the defense being an alibi, the principal witness to prove which was one Cohen Davis, who, when the falseness of his testimony upon the first trial was brought to light on the second, was

promptly charged with perjury, and convicted and sentenced as above stated. The second trial of Freeman and Bernstein, and that of Perlstein and Levy, resulted in their conviction and sentence to State prison for life.

In 1880 there were four fires, at each of which the loss was more than \$100,000. The entire loss was \$1,580,300.

The first and most disastrous of these fires was communicated to the Department at 6:14 P. M. on February 20, from alarm box No. 125, located at the corner of Broadway and White Street, being for a fire discovered in the



James F. Horan.

buildings Nos. 384 and 386 Broadway, built of brick, with marble front, five stories high, 43 x 180 feet, and extending through from Broadway to Courtlandt Alley, occupied by dealers in woolen goods, etc., and on the upper floors there were stored a large number of cases of agate buttons.

The cause of the fire, so far as the same could be ascertained after a careful investigation made by the Fire Marshal, was the carelessness of gas-fitters in using a candle while repairing a leak in the gas pipes near the meter, which was situated in the sub-cellar near

the front of the building. The spread of the flames among the goods stored near this spot was so rapid that some of the occupants had considerable difficulty in making their escape.

The Department responded promptly to the alarms sent, and at about 6:39 P. M. had penetrated the building from the Broadway front on the first floor to a distance of about fifty feet, with three companies, with two other companies to the head of the stairs leading to the third floor, while another company had its pipe in the front of the third story from a ladder. Other companies had taken position on the roofs of the buildings Nos. 380 and 382 Broadway, No. 388 Broadway, and in and upon the building in rear and fronting on White Street and Courtlandt Alley; and although the fire was not considered to be entirely under control, there was good reason for believing that all but the rear part of the structure and its contents would be saved from destruction.

At this juncture, without the slightest indication of danger or premonition of any kind, nearly the entire rear half of the building fell in, carrying with it Thomas J. Dougherty and John F. Cassidy, two firemen of Hook and Ladder Company No. 1, whose remains were recovered on the following day. Loss, \$750,108.

The second of these fires occurred on April 12th, at Nos. 307 to 311 Sixth Avenue, in the four-story brick building, 75 by 100 feet, occupied by dealers in fancy goods, etc.; the first alarm therefor being received at 6:05 P. M., followed at 6:10 by a second alarm, bringing in all eight engines and four hook and ladder companies into service.

The duration of the fire was short compared to the large loss sustained, the latter being due to the light and very inflammable nature of the contents, a large part of which were disposed throughout the building in such a manner as to greatly favor the rapid spread of the flames, as well as damage by smoke. The entire front of the building to the third floor was composed of two-story plate-glass show-windows, in which was displayed a large quantity of valuable goods. Loss, \$204,150.

At 12:11½ A. M. on September 9th, an alarm was received from station 451 (Twelfth Avenue and Thirty-fourth Street) for a fire which was discovered in the large building known as the Manhattan Market, covering the entire block bounded by Thirty-fourth and Thirty-fifth

streets, and Eleventh and Twelfth Avenues, being 197.6 by 800 feet in size, with a superficial area of 158,000 feet, and the largest structure in the city. Loss, \$517,342.

On December 29, at 2:05 A. M., an alarm was received from station 155, corner Monroe and Montgomery streets, a fire having been discovered on the premises No. 336 Cherry Street, which was a three-story brick building, 28 x 100 feet, occupied by soap and furniture manufacturers.

The fire originated on the first floor, but extended throughout this building and into Nos. 330 to 334 Cherry Street and 168 Monroe Street, which were entirely destroyed. At 2:13 A. M. the officer in command found the fire gaining so much headway as to necessitate a call for assistance, which was obtained by a second alarm, and at 2:15½ A. M. this was followed by a third alarm. The premises Nos. 166 to 168 Monroe Street, used as a furniture manufactory, being a six-story brick building, and separated from Nos. 330 to 334 Cherry Street by an area partly occupied by piles of lumber, becoming greatly endangered, further aid was summoned, aggregating sixteen engine and five hook and ladder companies. The fire was under control at 4 A. M.

The engines located eastward of the fire, on Montgomery and Monroe streets, found the supply of water insufficient, notwithstanding that a signal for increased water pressure was sent at 2:49 A. M., the deficiency being undoubtedly due to the inadequate size of the mains (six-inch) in the streets named, which even with a strong pressure could not be expected to supply the fire-engines drawing from them. Loss, \$108,300.

In 1882 a number of very disastrous fires occurred. At 10:12 A. M. on January 3, an alarm was received from station 54, at the corner of Nassau and Beekman streets, which was followed at 10:14 A. M. by the third alarm, and at 10:23 A. M. by a simultaneous call for all the force due at station 268 (Bowery and Sixth Street), on first, second, and third alarms, to proceed direct to station 54.

The building fronted on Park Row ninety-four feet, Beekman Street one hundred and forty-four feet, and Nassau Street ninety feet, and was five stories high, with exterior walls of brick faced with brown stone. The first floor, basement, and cellar were subdivided by brick walls into stores, and the upper floors, also partitioned off,

partly with brick and partly with wood, were used as shops, offices, etc., reached by stairways from both Park Row and Nassau Street, and by an elevator. This fire is usually referred to as the "World Building fire."

The contents of the building (particularly below the second story) were of a very inflammable nature, rubber goods, paper, stationery, etc., predominating.

The investigation made by the Fire Marshal to ascertain the origin and cause of the fire showed that it originated at the flue used for



John Geary.

the furnace of the steam-heating apparatus, just below the first floor, and between the elevator shaft and the Nassau Street entrance, and was caused by a back draft forcing gases into the furnace, overheating the flue, and communicating from it to the contiguous woodwork of the floors, elevator, and stairways. According to the testimony taken, the fire was first discovered by mechanics at work in the building, who, instead of giving the alarm at once, wasted much valuable time in endeavoring to get at its precise location, and, later, in futile efforts to extinguish it; so that when the Department was finally summoned, notwithstanding that the response was so prompt as to enable the



first officer to arrive to send the signal for reënforcement within two minutes after the first alarm, the building, in the language of the witness who discovered the first evidence of fire, "was in a blaze up to the roof when the firemen got there." The fire penetrated through and enveloped the entire building with extraordinary fierceness and rapidity; but, while the entire structure was totally destroyed, the adjoining building, as well as those opposite on Beekman and Nassau streets, were hardly touched by fire.

Twenty-one engines and eight hook and ladder companies (with three hundred and twenty-one officers and men) were called to and worked at this fire for periods varying from thirty-five minutes to eleven hours (the latter in keeping the fire down in the ruins, pulling down dangerous walls, etc.). The water supply was found to be inadequate, the signal for increased pressure having been sent at 10:41 A. M., and for its discontinuance at 12:40 P. M., the latter marking the time when the fire was considered under control. All the companies located south of Fourteenth Street, with the exception of Engine Companies Nos. 15 and 28, and the Marine Engine No. 43, and one company from above that street, having been called to this fire, it became necessary to call seven companies from the central and upper portion of the city to cover down-town districts and respond to possible alarms for fires, in the absence of the regular companies from their quarters.

A lamentable result of the delay in alarming the Department, and of the extraordinary rapidity of the spread of the flames, was the loss of a number of human lives, some of the persons being killed or fatally injured by jumping from the upper stories before the arrival of the first companies, and others being suffocated or burned in the building. Although the mass of telegraph wires running along the front of the building seriously impeded the work of raising ladders for the rescue of the occupants, many were saved by the efforts of the firemen. Loss, \$403,700.

Immediately succeeding the fires at the above locations, an alarm was received at 5:36 P. M. from station 64 (Church and Barclay streets), from which the companies first due at station 7 (Stone near Whitehall Street) had just returned to quarters, when the alarm was received from the latter at 6:07 P. M., for a fire in a storage warehouse at Nos. 15 to 25 Whitehall Street, calling for the services of nineteen

companies. The warehouse was composed of three five-story brick buildings, connected inside, with a frontage of eighty-eight feet on Whitehall Street, extending from Bridge to Stone Street, and with a depth of seventy-five feet on the former and one hundred and twenty-five feet on the latter. It was filled throughout with cotton and hops, and the fire was confined to the buildings Nos. 19 to 25 Whitehall Street, which were considerably damaged, while Nos. 15 and 17, on the corner of Stone Street, were not damaged. The cause of the fire, according to the investigation made by the Fire Marshal, was spontaneous combustion. Loss, \$38,900.

While the force was actively employed in extinguishing the fire in Whitehall Street, an alarm for fire in the printing establishment at Nos. 243 and 245 Pearl Street was received from station 38 (Burling Slip, near Water Street), at 6:57 P. M. The building was a five-story brick, thirty-eight feet front on Pearl Street, extending through to Cliff Street, on and below the first floor, divided from the second floor to the roof into two buildings, the Pearl Street building having a depth of eighty-eight feet, of which the third, fourth, and fifth floors were considerably damaged. The cause was reported to be spontaneous combustion of oily rags. Prior to the receipt of the last alarm, the usual precaution of calling companies from other parts of the city to the vacated quarters had been taken, and two of these, together with the Marine Engine No. 43, were thus in readiness to respond to the first alarm, and one company each to the second and third alarms, received respectively at 7:04 and 7:08 P. M. Further assistance being required, all the companies due at station 265 (Broadway and Bleecker Street), on first and second alarms, were called to this fire simultaneously, aggregating eight engine and four hook and ladder companies. Loss, \$40,772.

While both of the fires above referred to were still in progress, an alarm was received for the last and most serious one, in the soap factory, etc., at Nos. 418 to 424 Washington Street, station 141 (West and Hubert streets), at 8:30 P. M., to which Engine No. 26, from No. 220 West Thirty-seventh Street, temporarily located in the quarters of Engine No. 31, Leonard Street, near Broadway, was the only company to respond. At 8:43 and 8:44 two engines, and at 8:53 all the companies due at station 422 (Fourth Avenue and Twenty-sixth Street), on first, second, and third alarms, were called, making

in all nineteen engine companies and four hook and ladder companies brought to this fire.

Forty-two companies out of the sixty-seven at the time comprising the fire-extinguishing force in the entire city, were at work at these three fires, nine of which performed service at two of the three fires, and one at all the fires.

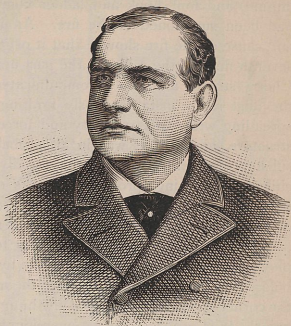
The average working time of these forty-two companies was five hours and fifty minutes each, the number of officers and men employed being four hundred and seventeen.

All of the companies located south of Twentieth Street were out of quarters, only five remaining between Twentieth and Fifty-ninth streets, while nine were called to locate in

vacated quarters in the central and lower part of the city, one of which came from Manhattanville, above One Hundred and Twenty-fifth Street, three and three-quarter miles, to its temporary location.

The buildings consisted of one nine-story brick structure (formerly a sugar refinery), on the south-west corner of Washington and Vestry streets, with a frontage of sixty-two and one-half feet on the former and one hundred feet on the latter, with connecting two and three story brick buildings on Washington Street, thirty-seven and one-half feet front, and a twenty-five feet front three-story brick building on Vestry Street, making the whole area one hundred by one hundred and twenty-five feet. These buildings, with their contents, were all destroyed. The cause of the fire could not be ascertained. Loss, \$121,500.

At 11:26 A. M. on July 31, an alarm was received from station 136 (corner of Pike and Cherry streets) for a fire discovered in the flour mills fronting on Cherry Street, Pike Slip, and Water Street,



James Dunphy.

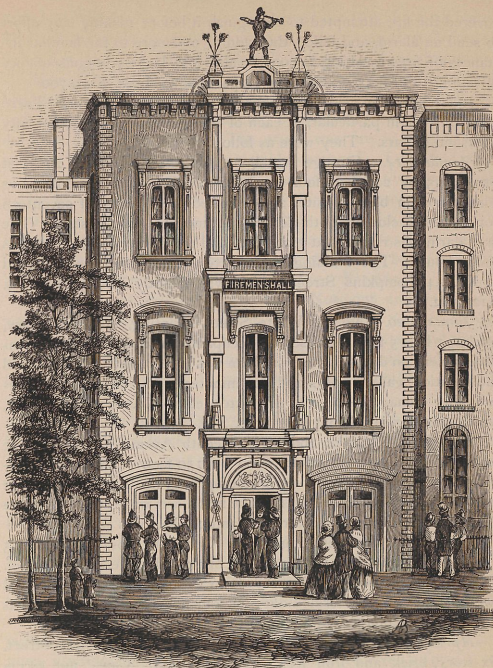
125x150 feet in area, and eight and nine stories high. Three minutes afterward (11:09 A. M.) a third alarm was received, and from 11:13 A. M. additional assistance was called for at short intervals, until at 12:22 P. M. eighteen engines (including the floating engine) and four hook and ladder companies and the water tower had been summoned to the fire. An investigation into the origin and cause of the fire showed that it originated in the smutter on the seventh floor of the mills, in the part next to the corner of Pike and Cherry streets, and that it communicated through the dust chute to the dust room, instantaneously igniting the dust, and from thence spreading with great rapidity and force to other parts of the large structure, and that it was in all probability caused by some hard substance coming between the rapidly revolving cylinder and its chilled iron casing, producing sparks of fire. Some time elapsed between the discovery of the fire by the employés and the sending of the alarm to the Department—how many minutes could not be precisely determined; but, according to the testimony of the employés, considerable effort was made by them to extinguish the fire before any one thought of sending the alarm from the box located at the corner opposite, for which a key hung in the office of the establishment. It is probably not an overestimate to put the valuable time thus lost at eight minutes, sufficient, it will be readily understood, to make a very great difference in the final result.

The mills and contents were totally destroyed, and the fire extended in various directions. Loss, \$348,800.

At 1:05 A. M., on August 19, an alarm was received (communicated by the police) from station 553 (Tenth Avenue and Fifty-fifth Street), for a fire in the building Nos. 490-496 West Fifty-seventh Street, south-east corner of Tenth Avenue, covering an area of 100x150 feet, built of brick, eight stories high, and used as a piano manufactory. At 1:12 A. M. a third alarm was sent from the same station, making an aggregate of eleven engines, one engine and truck combined, and three truck companies called to the fire.

The entire building was destroyed, and the fire also communicated to the four-story brick dwellings Nos. 449, 451, 453, and 455 West Fifty-sixth Street, each 25 x 80 feet, which were slightly damaged.





Firemen's Hall, 155 and 157 Mercer Street.

An investigation into the cause and origin showed that the glue in a pot carelessly left over a fire in the store-room on the second floor finally ignited, and communicated fire to the building. The investigation also revealed the fact that the watchman who first dis-

covered the fire attempted to extinguish it before making any effort to send an alarm, and failed, thus adding one more to the familiar instances of fires resulting in considerable loss, largely in consequence of failing to promptly alarm the Department. Loss, \$129,700.

In 1884 there were a number of very disastrous fires. There were thirteen in particular, at each of which the loss exceeded fifty thousand dollars. They were as follows:

*January 14.*—Storage warehouse, Nos. 27, 28, and 29 East Street, 75 by 200 feet, four-story, brick. Caused by spontaneous combustion in bales of jute, and required the services of seventeen companies, including both floating engines, to extinguish it. The first alarm was received at 7:24 A. M., and the duration of the fire was seven hours. The building was destroyed, and the fire extended to No. 44 Tompkins Street, which was slightly damaged. Loss, \$225,542.

*January 26.*—No. 92 White Street, printing, etc., four-story, brick, 25 by 75 feet. Caused by occupant smoking. Twelve companies were on duty. The first alarm was received at 9:48 P. M., and the duration was six hours and fifty minutes. The building was considerably damaged, and the fire extended to No. 90 White Street, which was slightly damaged. Loss, \$76,135.

*March 22.*—Nos. 96 and 98 Thirteenth Avenue, electric candle manufactory, four-story, brick, 100 by 150 feet. Cause not ascertained. Seventeen companies, including both floating engines, were at work for about twelve hours. The first alarm was received at 6:32 P. M. The building was destroyed, and the loss was \$129,700.

*April 7.*—Apartment-house (St. George), Nos. 223 and 225 East Seventeenth Street, eight-story, brick and stone, 60 by 90 feet. Cause not ascertained. The first alarm was sent at 11:25 A. M., and twenty companies performed duty for four hours. The building was considerably damaged, and the loss was \$80,000.

*April 29.*—Cloth warehouse, Nos. 31 and 33 Thomas Street, six-story, brick and iron front, 50 by 125 feet. Cause not ascertained. First alarm was sent at 8:59 P. M., and twenty-one companies were on duty for about thirteen hours. Building was considerably damaged. Loss, \$211,800.

*May 12.*—Brewery, No. 1260 North Third Avenue, four-story, brick, 75 by 60 feet. Cause not ascertained. First alarm sent at

6:12 A. M., and twelve companies performed duty for about six hours. The fire extended to the adjoining ice-house, three-story, brick, 50 by 60 feet, and both were considerably damaged. Loss, \$74,979.

*May 15.*—Cotton storage warehouse, No. 20 Washington Street, five-story, brick, 40 by 70 feet. First alarm sent at 9:25 P. M., and seventeen companies, including both floating engines, were on duty for nearly five hours. The cause was fire in cotton when stored. The building was considerably damaged. Loss, \$66,000.

*May 25.*—No. 52 Vesey Street (confectionery), five-story, brick, 25 by 80 feet. Cause, steam-pipes igniting woodwork. The first alarm was sent at 3:03 A. M., and fifteen companies were on duty for nearly seven hours. The fire extended to No. 50 Vesey Street (perfumery manufactory), five-story, brick, 25 by 80 feet. Both buildings were considerably damaged. Loss, \$77,663.

*August 19.*—Clothing establishment, Nos. 628 and 630 Broadway, six-story, brick and iron front, 50 by 200 feet. Caused by employés smoking. The alarm was received at 4:19 A. M., and the fire was extinguished by four companies in thirty minutes, the damage to the building being slight, and the loss, almost entirely on stock, was \$53,850.

*October 15.*—Nos. 546 and 548 West Fifty-seventh Street, manufactory, four-story, brick, 50 by 200 feet. Cause not ascertained. The first alarm was sent at 4:12 A. M., and fifteen companies were employed for eight and one-half hours. The building was destroyed, and the fire extended to Nos. 537 and 539 West Fifty-sixth Street. Loss, \$96,450.

*October 20.*—No. 176 Duane Street, five-story, brick, 25 by 100 feet, caused by friction of machinery. The first alarm was received at 3 A. M., and sixteen companies were engaged for four and one-half hours. The building was considerably damaged. Loss, \$63,000.

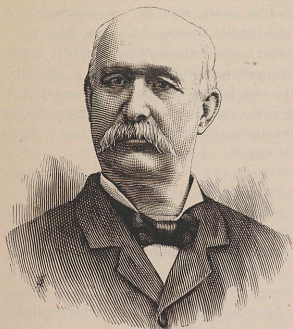
*December 2.*—Piano manufactory, Nos. 415 to 427 West Twenty-eighth Street, eight-story, brick, 175 by 100 feet, caused by steam-pipes igniting lumber. The first alarm was received at 9:54 P. M., and eighteen companies were at work for about nine and one-half hours. The structure was considerably damaged. Loss, \$92,500.

*December 23.*—Theatre Comique, Nos. 728 and 730 Broadway, three-story, brick, 70 by 130 feet. The cause was not ascertained. The first alarm was received at 7:45 A. M., and sixteen companies

were on duty for six hours. The theater was destroyed, and the fire extended to the adjoining buildings, Nos. 726 and 732 Broadway, which were slightly damaged. Loss, \$80,050.

On *February 1, 1883*, an alarm called the floating engine to Charlton and West streets, in addition to the usual complement of

three engines and two hook and ladder companies, the Inman Steamship Pier being ablaze. A third alarm brought eight engines and two hook and ladder companies. The fire originated near the outer pier, and though inquiry showed that the sending of the alarm was not delayed by the employes of the Inman Steamship Company after its discovery, the fire was found upon the arrival of the first company to have made such rapid progress toward the shore end of the pier as to prevent the



Bernard C. Sweeny.

firemen from penetrating beyond about one hundred and fifty feet into the structure, from which position they were soon driven by the intense heat and smoke to the bulkhead. The steamship "Egypt," of the National Line, moored along the south side of the pier and discharging cargo, was towed out into the stream after being somewhat damaged by the fire. The steamship "Chatahoochie," of the Ocean Steamship Co., lying at the north side of Pier 35, the ship "Henry," of Bremen, lying at the end of Pier 37, and the barge "Welcome," lying between Piers 36 and 37, were all more or less damaged by the fire, the two last named being also towed out into the stream.

The duration of the fire was nearly six hours, and despite the best efforts of the Department, both the structure and its contents were destroyed, the peculiarity of its location (being surrounded on



three sides by water) rendering it impossible to make the most effective use of the land engines. In addition to the floating engine of the Department (engine 43), the Police Department boat "Patrol," the Dock Department boat "Manhattan," and the wrecking steamer "John Fuller," rendered good service from the water-side.

The cause of the fire could not be ascertained. Loss, \$391,000.

The Cotton Storage Warehouse, Nos. 12 and 14 Desbrosses Street, was destroyed on May 29. The alarm for this fire was received from station 162 (Vestry and Greenwich streets), at 3:20 A. M., and a second alarm was at once sent from station 163.

The building was a three-story, brick, 25 x 200 feet, used for the storage of and at the time filled with cotton in bales. During the fire a portion of the side walls of the structure was forced out and fell into the adjoining yards, crushing sheds, etc.

The duration of the fire was nine hours, and it is believed that it had its origin in fire smoldering in a bale of cotton at the time it was placed on storage. Loss, \$106,000.

On July 22 an alarm of fire was communicated to the Department at 1:19 P. M. by a citizen at an engine-house, and it proved to be so formidable as to require all the apparatus due on third alarm and a number summoned by special call,—in all, seventeen engines and four hook and ladder companies,—to extinguish it.

The building in which the fire originated was eight story, brick, 132 x 96 feet, and it extended to the adjoining nine-story brick building (92 x 104 feet), Nos. 45 and 47 Rose Street.

Nos. 17 to 27 Vandewater Street, occupied as an electrotyping establishment, was considerably damaged, and the Rose Street



Charles A. Benedict.

building, occupied as a printing establishment, was slightly damaged. The duration of the fire was nearly thirteen hours, and its cause was ascribed to spontaneous combustion. Loss, \$76,800.

On September 18 an alarm of fire in the building Nos. 537 and 539 Broadway was sent at 6:44 P. M., was followed five minutes afterward by a third alarm, and subsequently by special calls, the force employed finally aggregating seventeen engine and six hook and ladder companies. The building was a five-story brick, 65 x 200 feet, extending through to Mercer Street, and was considerably damaged. The fire extended to the fourth and fifth floors of the adjoining building, No. 541, slightly damaging it. The duration of the fire was fourteen hours; its cause could not be definitely ascertained. Loss, \$435,721.

On November 29, at 11:57 P. M., an alarm was received that the Windsor Theater, Nos. 37 to 47 Bowery, was on fire. The theater proper was situated in the center of the block, bounded by the Bowery, Canal, Christie and Bayard streets, 65 feet in the rear of Nos. 39 to 47 Bowery; it was a four and five story brick structure, about 100 x 100, and the entrances to it were through the building Nos. 45 and 47 Bowery, the upper portion of which was occupied for hotel purposes. The fire is believed to have originated in the hotel kitchen through carelessness. The hotel and theater were destroyed, and Nos. 37, 37½, 39, 41, and 43 Bowery considerably damaged; and Nos. 21 to 27½, and 45 and 51 Christie Street, slightly damaged. Loss, \$119,609.

The Masonic Temple caught fire at 8:12 A. M. on December 1. The building is built of brick and iron, with granite fronts on both the avenue and street, six stories high, and occupied for offices and store purposes on the first floor, and for lodge rooms above; the center of the Twenty-third Street front being surmounted by a large and high iron frame dome. The fire is believed to have originated on the fifth floor, and to have been caused by the steam-heating pipes setting fire to the woodwork not properly protected, or rubbish carelessly allowed to come in contact therewith, and it extended thence through closets and hanging ceiling of wood, etc., to the interior of the dome. The upper part of the building was considerably damaged. Loss, \$79,700.

The Standard Theater, Nos. 1283 and 1285 Broadway, near Thirty-second Street, was destroyed by fire on December 14. At 6:44

P. M. the first alarm for this fire was received by the Department, quickly followed, at 6:47 P. M., by the third alarm, and shortly thereafter by the call for the companies due on second alarm at station 265 (Broadway and Bleecker Street), aggregating fifteen engine and seven hook and ladder companies, which were not all used, however, during the whole three and one-half hours required to extinguish the fire. The building had a frontage on Broadway (near its junction with Sixth Avenue) of about thirty feet, extending back one hundred feet to the auditorium, etc., which was 50 x 100 feet; and built of brick, three stories high. The fire originated on or about the stage, and notwithstanding that the alarm was not promptly given by the employ es who discovered it, and who vainly attempted to extinguish it themselves, it was extinguished in and about the stage part of the building—the auditorium being partly saved—and the front building (used as an entrance) only slightly damaged. Again, as in the case of the Windsor Theater, the fire fortunately occurred while the theater was empty, thus avoiding the probability of loss of life. The cause of the fire was not ascertained. Loss, \$50,800.

In view of any great disaster which might befall the community by the burning of theaters in this city, the Commissioners, on January 18, 1883, sent forth the following practical suggestions:

The examination of the theaters in the city of New York, made by the Fire Department, with a view to determining the best mode for the prevention of fire or panic, and protecting life and property in case of fire or panic, has shown the necessity of defining what a theater should be. It should be a house strongly and properly built, consisting of an auditorium and stage, kept clean and free from all unnecessary combustible material, and not used as a storage house for scenery, furniture, properties, or any other thing not needed for the play or exhibition then being exhibited. Paint shops, carpenters' shops, work shops, and storage rooms (in which combustible material should be kept) should be located outside of the walls of the theater proper. The dressing or toilet rooms should not be under the stage or auditorium, but should in every case be without the walls of the theater. The heating apparatus should be so arranged that the fire for heating the house should not be within the walls of the theater. The space between the top of the proscenium arch and the roof of the theater should be inclosed with brick walls, or a double partition of corrugated sheet-iron or other fire-proof material, with an air space of at least six inches between the sheets for the purpose of preventing fire or smoke from the stage or flies passing over the proscenium arch between the ceiling of the auditorium and the roof of the theater; the gas or other illuminating process to be arranged so that the stage, auditorium, and lobbies could be controlled separately, and so that an accident to either could not put the house suddenly in darkness. In all cases the gas should be lighted by electricity, as the use of the

torch is always dangerous. All gas-brackets should be stationary (not swinging or jointed), and all gas-burners should have glass globes, wire, or other proper covering.

All places of public amusement should be connected by telegraph from the stage, and from the box office with these headquarters, and have special "building signals" given them. On the first intimation of fire or panic an alarm should be instantly sent to the Fire Department. All places of public amusement should have at least four proper axes, two on each side of the stage, two fire hooks, one on each side of the stage, and as many proper water-buckets, always filled with water, as may be necessary, and not less than twelve, properly distributed about the stage and flies, and plainly marked "for fire purposes only." The roof over the stage should be constructed of glass sashes, so arranged that they would slide open by their own weight when the rope that held them should be burned, unloosed, or cut on the stage, thereby permitting the heated air, smoke, and fire to escape through the roof. In all places of public amusement the people on each story should have direct means of egress to the street, without coming in contact with those of another story; and all avenues of egress should be used at each performance, as those intended for use in case of fire or panic only are generally found useless when most needed.

And on January 28, the following:

*"Whereas*, Experience has demonstrated that the greatest danger to audiences in theaters in case of fire upon the stage arises from the rapid communication of the smoke and flames to the auditorium, causing confusion and panic; and

*Whereas*, A non-inflammable curtain, shutting off the stage from the auditorium, would greatly reduce the danger of panic and enable the quiet dispersing of the audience; therefore be it

*Resolved*. That the Department recommend the use of asbestos cloth, or other non-inflammable material, for stage curtains in theaters, and that such curtains, whether used as the regular drop curtain, or specially for the purpose of shutting off the stage from the auditorium in case of fire, be lowered and raised in the presence of the firemen detailed to the theaters, before the beginning of every performance, in order that the firemen may be assured that the curtains are in proper working order."

In the years 1877-78 many disastrous fires occurred. Higgins's Carpet Factory in White Street was burned March 27, 1878, causing a loss of \$645,000. The 8th Regiment armory was burned February 18, 1878, causing a loss of over \$500,000. On December 22, 1877, a boiler exploded in Greenfield's candy factory, Barclay Street, killing two persons, wounding many others, and causing a loss of \$350,000. Hale's piano factory was destroyed, September 5, 1877, killing eight persons and causing a loss of \$484,340. A fire in St. Francis Xavier's Church, Sixteenth Street, caused a panic on March 8, 1877, by which seven people lost their lives. A fire at 62 and 64 Worth Street on January 18, 1879, caused a loss of nearly \$2,000,000.



On the night of December 10, 1872, a shocking fire occurred at the Fifth Avenue Hotel from some unknown cause. Eleven domestics of the hotel were either suffocated or burned to death on the occasion. On November 17, 1878, the Fulton Fish Market, on South Street, between Fulton and Beekman streets, was totally destroyed by fire, the cause of which is believed to have been rats nibbling matches.

The report of the Fire Commissioners for 1885 will contain the following interesting data regarding strength of uniformed force, number of fires, with losses, population, number of buildings etc., from 1866 to 1885.

YEAR.	STRENGTH OF UNIFORMED FORCE.		Number of Fires.	Loss by Fire.	Average Loss per Fire.	Population Census Years.	Number of Inhabitants to each Fireman.	Number of Inhabitants to each Fire.	Amount of Loss to each Inhabitant.	Number of Buildings.	No. of Buildings to each Fire.
	No. of Companies.	No. of Officers and Men.									
1866..	54	* 964	796	\$6,428,000.00	\$8,075.38	1,769,533	798	967	\$8.35	\$64,000	80
1867..	54	* 919	873	5,711,000.00	6,541.81	.....	.....	.....	.....	.....	..
1868..	52	592	740	4,342,000.00	5,867.57	.....	.....	.....	.....	.....	..
1869..	52	599	850	2,696,393.00	3,172.23	.....	.....	.....	.....	.....	..
1870..	52	596	964	2,120,212.00	2,199.39	942,292	1,581	977	2.25	.....	..
1871..	52	596	1,258	2,127,356.00	1,691.06	.....	.....	.....	.....	.....	..
1872..	52	596	1,649	2,891,818.00	1,753.67	.....	.....	.....	.....	.....	..
1873..	54	651	1,470	4,022,640.00	2,736.68	.....	.....	.....	.....	.....	..
1874..	64	† 712	1,355	1,430,306.00	1,055.58	.....	.....	.....	.....	.....	..
1875..	67	748	1,418	2,472,536.00	1,743.67	1,041,286	1,392	734	2.37	84,200	59
1876..	68	747	1,382	3,851,213.00	2,786.70	.....	.....	.....	.....	.....	..
1877..	65	752	1,450	3,210,695.00	2,214.27	.....	.....	.....	.....	.....	..
1878..	65	727	1,654	1,884,505.00	1,139.36	.....	.....	.....	.....	.....	..
1879..	64	729	1,551	3,671,580.00	3,656.72	.....	.....	.....	.....	.....	..
1880..	65	748	1,783	3,183,440.00	1,785.44	1,206,299	1,613	676	2.64	.....	..
1881..	66	769	1,785	5,820,259.00	3,260.55	.....	.....	.....	.....	.....	..
1882..	67	826	2,001	4,195,960.00	2,096.43	.....	.....	.....	.....	102,624	51
1883..	68	895	2,169	3,512,848.00	1,619.37	.....	.....	.....	.....	101,735	47
1884..	70	919	2,406	3,474,547.00	1,444.12	.....	.....	.....	.....	.....	..
Total, 19 years..			27,554	\$69,047,308.00	\$2,505.89	.....	.....	.....	.....	.....	.....

\* Includes about 400 volunteer firemen.

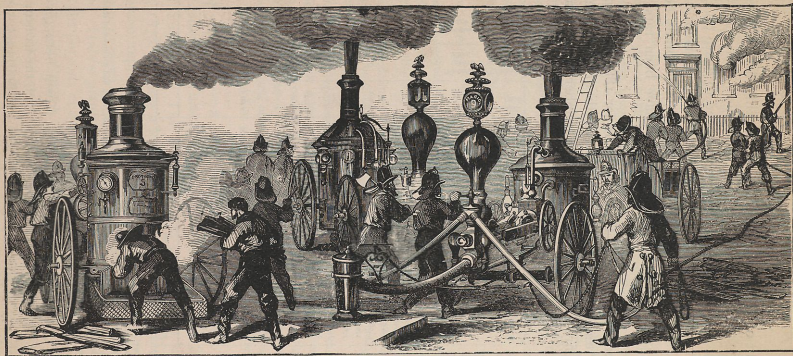
† Annexation of territory north and east of Harlem river.

‡ Estimate based on census of 1865.

§ Estimate based on report of Superintendent of Buildings, fourth quarter, 1875, and exclusive of sheds, bridges, and piers.

|| Exclusive of sheds, bridges, and piers.

As regards the subject of this chapter, I will here give in full the speech of Mr. George T. Hope, President of the Continental Insurance Company of this city, given before the National Association



Some of the Early Steam Fire-Engines.

of Fire Engineers, held at Cleveland on September 10, 1878. Mr. Hope is an old fire laddie of this city, being at one time foreman of Columbian Hose Company No. 9, and subsequently of Pearl Hose No. 28. Although this speech has seen the light of day before, my work, I think, would be incomplete were it not given. Let the reader, however, who is impatient of episodes skip it over if he or she think fit; but let me warn them, without any affectation of modesty, that they will find it better worth the reading than much of the author's own writings.

With much gratification, Mr. President and gentlemen, I again meet the members of this Convention, with whom it has been my good fortune to meet repeatedly during the years that have passed since this National Association of Fire Engineers was organized.

In introducing my remarks, I am reminded that Scotland's best-known poet wrote, when about administering advice, and in evident ignorance himself of what might be the outcome of his beginning:

Perhaps it may turn out a sang,  
Perhaps turn out a sermon.

What the end of *this* beginning will be we shall know better when its outcome is reached.

It is safe to promise you that there will be no effort at fine effects. Men who have had forced upon them the fine effects of grand conflagrations, with their attendant dangers, cannot easily be astonished by any minor pyrotechnics.

Politeness has been defined as listening with interest to things already well known, when told by one who knows nothing of them. Your courteous invitation to me to address you satisfies me that your politeness will endure the test, unless I shall err in claiming your attention quite too long. I shall endeavor to avoid thus erring, for my own sake, then, as well as for yours.

My knowledge of the duties of a fireman would have become thoroughly rusted in the scabbard of the years which have passed since I saw active duty, if my life's work in underwriting had not compelled me to keep constantly alert respecting fires and the means of their extinguishment, and with many of the officers who occupy prominent places in fire departments. There is to some extent, and it would be well for the community if there were to a much greater degree, sympathy and unity of action between those whose business it is to prevent losses by fires, so far as it is possible, and those who have the duty of paying for whatever losses cannot be prevented. The interests of these parties are interwoven together, although they are far from being identical. The profit of the underwriter is not to be found in such a fullness of proficiency in fire departments as shall prevent all losses by fires. It is essential to his profit that fires take place, and that losses be sustained. In his business of insuring, and having regard only to profit in that business, it is not his interest to devise or to encourage improved modes of extinguishing fires, or to invest money in this direction. On the contrary, it is his business interest that fires should occur, and occur frequently;

and his duty as an underwriter is fulfilled when he shall say to the authorities of a town, or to the individuals who elect those authorities, "Make your risks as safe or as unsafe as you choose to make them, I will charge for the hazards as I find them." And if it were not for possible contingencies, the greater the number of fires, so much the greater his profit. Numerous fires lead property-holders more generally to insure, and make it easier to obtain adequate rates.

The contingency which disturbs the underwriter is that some small fire may become a great one, and roar and ravage until a new name be added to the list of great conflagrations, which, within my personal experience as an underwriter, already includes New York and Brooklyn, and Albany and Troy in my own State, and Portland, Pittsburg, St. Louis, Chicago and Boston in other States. The glowing cellars of these burned cities held the calcined skeletons of insurance companies; and it is the dread uncertainty as to when, where, and how great, the next calamity of this character is to be, which, whenever the wisest underwriter undertakes to forecast the results of his business, so direfully interferes with his calculations. Whenever this Convention, in its wisdom and experience, can devise and put into practice some plan that will forever prevent what are called, by way of distinction, great conflagrations, the underwriter *as an underwriter* will have no more to ask of it. When you can prevent such explosions as have scattered fire into a dozen different buildings; when you can wrestle with and arrest the winds, or say with such authority as shall secure their obedience, "Peace, be still," you will have done much to secure that end. Until then, great fires must take place in this country from time to time, until the day shall come when all of the structures of its towns and cities are built as a few dozen only are now constructed. While this is the broad truth respecting the interests of underwriters in fire extinguishment, it is, perhaps, fortunate that in practice they do not seem to appreciate it, but act commonly as if it was especially to their interest that there should be no fires and no losses by fires; and it is more fortunate that the managers of our insurance companies are not only underwriters, but are also men and citizens, and as citizens and men they recognize that they owe a duty to the States which charter them, to the people whose premiums they receive, and to the community in which they live.

They stand closer to the catastrophe and receive the first shock of the loss; but they can by no means absorb the force and effect of the blow which is promptly communicated to the whole community, for that whole community suffers when earned values are destroyed. Insurance companies can relieve individual losers, but it is by subdividing the loss among a greater number of policy-holders. On these the entire loss falls to at least its full extent. Standing thus closer to the first shock, underwriters are led to inquire into the causes of losses by fire, and learning these, they cannot help knowing better than other citizens how to prevent them. Not as being underwriters then, so much as being citizens who have of necessity this better knowledge of the facts, they have a duty which has not been left unperformed. At least nine-tenths of the laws having for their purpose the prevention of losses by fires, which have been enacted in all of these States, have originated with and been urged upon legislators by fire-insurance officers. They know that with adequate and well-enforced building laws, with well-equipped and well-disciplined fire departments, with ample and reliable water supplies, and, more than any of these, with the prevention of interested incendiary burnings, the largest share of the sum now lost by fires would be saved to the country.



While to the enterprise and public spirit of eminent citizens of Cincinnati, large credit is due for the first effective establishment in this country of a paid fire department and the use of steam fire-engines, it is yet true that the first steam fire-engine ever used in this country was one built at the cost of the insurance companies of the city of New York, and used efficiently in that city nearly forty years ago.

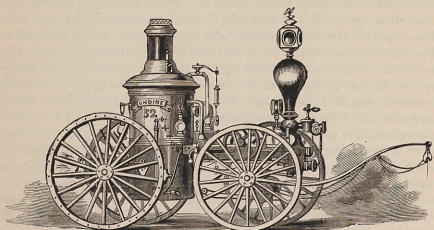
Several of those first built of that class of lighter steam-engines, introduced in that city twenty-five years since, and which made the transition from its volunteer to its paid fire department possible, were paid for and sustained by fire-insurance companies. That change to a paid department was the result of a most energetic struggle of the insurance companies, led on by underwriters whose experience as firemen taught them the urgent need of the change which was by their efforts secured. The citizens of New York owe those men a debt of gratitude, of which they are unconscious, and which will never be paid. It would gratify me much to call the roll of their honorable names, but I am deterred from doing so by the fact that all are yet living, and active as underwriters, and they would modestly shrink from the publicity consequent upon such action.

The building laws of New York, the regulation of city fire limits, the Fire Marshal law for investigating the causes of fires, and for securing the detection and punishment of incendiaries, are mainly due to underwriters. The establishment of a fire patrol for the preservation of property at fires, and which in the city of New York has saved millions of dollars, is the work of the insurance companies of that city, begun in 1839. So also are the laws which prevent the establishment of insurance companies with fictitious capitals; their work, and how much the reckless men who create such concerns have to do with the encouragement and growth of incendiarism, only those who have studied the subject can realize. Having little or nothing to lose, and confidently hoping to gain, they insure recklessly, and allow the consequences to care for themselves. Capital, on the contrary, is conservative, and insurance officers representing it are better chosen, and are consequently more circumspect. The course of New York in these respects has had influence in many of the States, and everywhere in such proper legislation the influence of underwriters is effectively felt. Whatever, then, may be their theoretic interests as underwriters, there can be no question as to the intelligent beneficence of their action as citizens, having knowledge of evils under which the community suffers, and of the remedy for those ills. But whatever conflict may exist between the interest of underwriters as such and their duty as citizens, no such conflict exists with you, gentlemen. Conflagrations are recognized by you unhesitatingly as enemies, and it is your interest and duty alike to strangle them at their birth, if that be possible; or if that may not be, to cause their existence and evil influence to be as brief as determined purpose and energetic action can make them. The reputation of the head of a fire department is based upon his success in accomplishing this work, and he has no divided duty.

None know so well as underwriters how difficult and dangerous are your labors, nor that these difficulties constantly tend to increase. The improvements in modern building are not friendly aids to fire prevention or extinguishment; the character of buildings grows constantly more difficult for the performance of your duties; your task becomes harder with almost all modern "improvements."

The advances made in improving fire apparatus have been rapid and great; but the demands upon such apparatus have much more than equaled these improvements.

We need but to compare the heights and depths and lengths and breadths of modern mercantile buildings with those of earlier days, to realize the vast change which has taken place in this respect. These are often crowded with inflammable material to an extent formerly unknown, and indeed impossible. They are already so high that human muscles refuse the strain of climbing to their higher stories, hence the increasing use of elevators, which, in their turn, enable the structures to be carried still higher. Already in our greater cities buildings are found which largely exceed one hundred feet in height, and how high they are to be carried, unless by building laws their altitude shall be restricted, no one can tell. The old-fashioned fire-ladders are becoming in many cases inefficient, and "aërial" ladders, as they are appropriately termed, have



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been introduced, and upon these firemen have to be projected skyward, until they are able to reach the vast elevation of the higher stories of modern structures. The brave men who perform these duties have far less credit than they deserve. Whether "aërial" ladders are less dangerous to their limbs and lives than will be the balloons which some enterprising inventor will before long feel constrained to originate for employment in reaching the ever-increasing height of buildings, is an unsettled question. In proportion as towns increase in size, such buildings increase in number and in magnitude. The greater the city the more of them are to be found; the greater the amount of property endangered by them, so much the greater the number of them to extend the danger. The strain upon the hose is increased, and it must be made stronger, heavier, and more unwieldy, and the labor of the fireman and the dangers he incurs are alike enhanced. The extension of buildings in size crowds the blocks more fully, and at the same time increases the danger of communicating fire from one building to others, and reduces the space in which the firemen may operate. The tendency is not only to have a greater amount of combustible material within four walls, but the hazards are increased by increased manufacturing. Science is discovering or compounding new articles, many of which are of a character to easily take fire, and difficult of extinguishment. To make more minute enumeration of these ever-increasing difficulties and hazards would be not only tedious, but essentially useless. Your own experience and observation have made the most of them known to you.

It may seem surprising to the unreflecting, but it is true, that a large proportion of the discoveries and inventions of later days, by which the comforts and conveniences of households and of business places are promoted, tend to increase the hazards of and from conflagrations. The large buildings, devoted exclusively to merchandise, which have taken the place of smaller ones occupied in part as the dwellings of the proprietors, who sold their goods at wholesale below stairs and dwelt with their families above; the openings through floors to admit light to the otherwise darkened centers of the enlarged buildings; the mansard roofs; the elevators; the multiplication of tenants in buildings devoted to merchandise or manufacturing; the hot-air furnaces; the ready friction-match, which has supplanted the covered coals upon the olden-time hearth-stone; the various products of petroleum and many other modern improvements and discoveries, have caused the duties of the fireman to become more frequent, more arduous, and more dangerous. These facts call upon you, gentlemen, to exercise diligently your best power to devise new methods to meet so far as is possible the hazards already in existence, and their equally hazardous successors, which are sure to appear in rapid order. The work of saving property from destruction by burning is one well worthy of patriotic citizens. The extent to which the earned wealth of a state is depleted by such destruction is far greater than is commonly apprehended. The harm inflicted upon a community thereby is never realized. The net earnings of a vast army of men for an average life-time of wearying toil, and of patient or impatient self-denial, are each year swept away and lost as absolutely as if the amount it represents in solid coin was scattered upon the waves of the Atlantic. There are no statistics showing what number of fires take place in this country in a year, nor is there anything which can accurately give us the value of the property destroyed. By the courtesy of the representatives of some of the more prominent companies transacting the business of insurance in the State of New York, I am enabled to place before you some figures which will aid us better to understand the extent of this national loss. By these figures I find that in 1877 seven companies sustained 10,357 losses. By an analysis of the business of one of that number, which sustained 1690 of those losses, it appears that other companies were interested with it in but 313 of that 1690—a fraction over 18 per cent. of the whole number. With some companies this proportion would be increased, with others largely diminished. It appears, then, that to assume that in 20 per cent. of the number of losses sustained, there is more than one company interested, would be a large estimate.

If the purpose was to find how many distinct fires occurred, an additional small percentage off of the aggregate number of fires should be allowed for cases in which more than a single building burned at the same fire, or in which a building and its contents were insured in different companies. By the figures of the seven companies spoken of, it appears that they sustained 8582 distinct losses. The whole number of companies (197) represented in that State paid for losses in that year the sum of \$32,001,600, and of that sum the seven companies selected paid \$6,231,384. Assuming that the number of losses sustained by the 197 companies bore that proportion to the amount paid by them for these losses, which is found to be the case with the seven companies of which the statistics are given, it appears that the aggregate number of losses sustained by that whole number of companies was 44,010. According to the "Insurance Year-Book" for 1878, there are nearly 1000 companies engaged in trans-

acting the business of fire insurance in this country. Many of the 800 of this number not represented in the State of New York are purely local, and transact but a small business. The transactions of others of them are quite extensive. While together they may not pay so much for losses as do the 197 which operate in New York, it is certain that in the aggregate they pay a very large sum. If their losses equaled but one-half as much as the 197 sustained, it would appear that there is paid for losses by fires in this country \$50,000,000 annually, and that the number of losses is not less than 66,000 annually. It must be recollected that these figures represent the insured losses only. Many fires burn without insurance; and besides this, the sums paid for the burnings which are insured do not cover the entire loss. In many cases the value destroyed is double the amount insured upon it.

There is no way of ascertaining accurately the number of fires annually occurring, nor the maximum value of property burned. The fire-tables of the "Chronicle" (N. Y.) for 1877 record 10,403 of the fires which occurred in this country and in Canada during that year, and show, as the loss in the United States, \$68,265,800, of which \$37,398,900 is reported as the amount of the loss paid by insurance companies, leaving \$30,866,900 as the loss without, or beyond, insurance. These estimates of loss are taken from the general newspaper reports, and are undoubtedly exaggerated in many cases. We are certain, however, from the amount paid by insurance companies, that the sum of earned values annually destroyed in the United States very largely exceeds \$50,000,000, and that including the uninsured loss it probably approaches close to \$100,000,000; and also, that the annual number of fires considerably outruns 66,000, or 180 for each day of the year. It is quite probable that there is not a single moment in the year in which some building is not burning, as the aggregate number of insured fires gives us a new fire each eight minutes the whole year around. This vast aggregate loss is but the ordinary loss, which is now and then frightfully augmented by the destruction of a large section of some city. I am indebted to the Fire Department officials of New York, Philadelphia, Brooklyn, and Chicago for statements showing the number of fires sustained in those cities in 1877. The buildings of those cities are built mainly of brick and have metal roofs, and while the fires which took place in them show that buildings so constructed are less liable to take fire than buildings built of wood, and having wooden roofs, their results, when the great crowding of population incident to large cities is considered, go far to establish the correctness of the figures already given. The combined population of those four cities is not far from 2,750,000; the number of fires which took place in them in 1877 was 2965, or one for each 928 of population. How great the loss of life which attends fires, we have no means of knowing, but it is sufficiently great to make each lover of his kind feel a deep interest in the subject.

The causes of the burnings which make up this frightful catalogue are too many to justify my occupying your attention with an enumeration of them. That two-thirds of them ought not to take place cannot be doubted. One-half of that share of them springs from sheer carelessness in the construction of buildings, and the misuse of the means of lighting and warming them; and the remaining one-half of that two-thirds, according to the judgment of underwriters of intelligence and experience, is caused by incendiaries. The welfare of the nation will be materially promoted by the arrest of this wanton destruction of taxable values. The sum of the loss of the past ten years



justifies classing it as a national misfortune; and it is probable that the losses of the coming ten years will be still greater. How to stop this increasing loss requires most careful and conscientious study, and in that study you will find your duties and responsibilities to be broader and higher than is commonly apprehended. The underwriter finds himself embarrassed in his efforts to secure the construction of safer buildings, and in preventing the success of interested incendiaryism. His purposes are supposed by the ignorant and by the unthinking to be purely mercenary, and this bars his way with legislators, with juries, and even with judges. The underwriters represent corporations, which are said to "have neither bodies to be kicked nor souls to be damned"; and too often it would seem that they have no rights which judge, jury, or legislator "is bound to respect." With an acuteness worthy of a better cause, the plainest provisions of a policy of insurance are wrenched from their obviously intended signification by some magnate upon the bench, with the result of aiding an incendiary or a false swearer to get what neither honest law nor plainest equity would give him.

This has at times arisen from an ill-judged sympathy with a claimant, at others from personal friendship to counsel, and at others from a disposition to revenge upon a company some old defeat. Not long since, in a case in which the plaintiff's witnesses testified that a certain wareroom held twice as many goods as by actual measurement it was proved that it could contain, and that two men had accomplished a labor in a named period which would have required with greatest diligence at least three times as long to perform, with divers other eccentricities of the same character, the judge charged the jury strongly against the defendant; and when, notwithstanding that charge, the jury were out for twelve hours, and until after midnight, before agreeing upon their verdict for the plaintiff, that same judge insisted that the cases of other companies interested in the same loss should be immediately tried by that same tired and hesitating jury of twelve men; and yet underwriters acquainted with that judge declare their confidence in him as being honest in intention, and probably not too old to administer justice. When that judge stands before the ultimate Judge of all judges, and the only one free from weakness and fallibility, he will find, if disinterested adjusters are not grossly mistaken, and if such actions are deemed worthy of review in that high court, that he has aided in the accomplishment of a grievous wrong. Such judges and many juries need to be educated to a better comprehension of their duty to the community, if not to even-handed justice.

It is fortunate for that community that the efforts of insurance companies to resist fraud not unfrequently result more successfully. A few years since, a claim for a sum exceeding \$100,000, growing out of a fire in one of the interior cities in the State of New York, was made upon a number of companies. An examination satisfied the underwriters that the case was suspicious, and patient and persevering investigation convinced them that it was fraudulent. The claimant firm had many creditors in New York City among its most prominent dry-goods merchants. These earnestly and persistently importuned the companies to pay the claim, accompanying their urging with suggestions that the objections were not well based, and that the action of the companies would injure their reputation. A circular signed by a large number of them, and in which the companies were reproached for their refusal to pay, was distributed throughout the State, accompanied by another circular, signed by the claimant firm, warning property-

holders not to insure in any of the companies named. As ought to have been anticipated, this grossly improper action but rendered the companies the more determined to justify their resistance. In process of time the developed facts grew so formidable that one of the three partners confessed — what the companies already knew to be the facts — the secret removal of goods, and the subsequent firing of the premises. Another of the firm, on conviction by a jury, committed suicide in jail; and the third, also convicted, was sent to the State prison. This effort to defraud insurance companies by the burning of the premises exposed to a horrible death a large number of innocent people. It is not likely that the merchants who signed the circular referred to will repeat that experiment until their recollection of this case has passed away.

In another instance, in the State of Michigan, a claim for \$3500 was paid five years since; not long afterward the company became satisfied that the claim was fraudulent, and measures were taken to recover the amount. The claimant, who had received the money and meant to keep it, was daring and acute, but at large expense and much labor the company steadily followed up the case. Witnesses and proofs were brought from remote parts of the country; an honest and independent jury's verdict was given in favor of the company, the claimant's property was attached, and through the years and the courts the case was followed, until within the present year the highest court of the State decided in favor of the company, and within sixty days the cash was refunded, principal, interest, and legal costs. These are not isolated cases of peculiar monstrosity; unfortunately, they are but too common examples of a prolific evil. In the business of the company with which I am best acquainted it is found that cases occur month after month in which the insured, finding that the proofs of guilt are gathering their coils closely about him, surrenders his policy and renounces his claim. Such experience is not confined to that company, but frequently occurs to companies doing an extensive business.

The purpose of introducing this incident is to enforce the truth, with which many of you are familiar, respecting the frequency of incendiarism for personal gain. It is possible that at times claims may not be so fully paid as the circumstances would justify, but it is safe to declare that, taking the companies as a whole, they pay at least \$1000 which ought not to be paid, where they withhold \$1 which ought to be paid.

All underwriters who have had even a moderate share of experience in their business shrink from a litigation; they know that its cost will, even when successfully prosecuted, often exceed the amount of the claim resisted; they know that a large measure of labor and solicitude must attend its progress, and they know that the unthinking often sympathize with a claimant, though he may be never so great a rascal. Companies have been known to advertise that they never resisted by legal force any claim made upon them — a declaration which gives much satisfaction to underwriters; for they know that such declarations attract incendiary plunderers, who might otherwise fasten upon themselves. The incendiary is a public enemy, and a company which pays his claim unresistingly is *particeps criminis* with him; both are enemies to the state.

You have manifold motives for securing the punishment of any who are guilty of the fearful crime of incendiarism. Efficient action in that direction will save to the city and State its earned wealth, its taxable values, and save to its citizens the share of premiums necessarily charged by the companies for the hazards of incendiarism, which hazards must in the end, and without escape, be paid for by the honest portion of the commu-

nity; you will prevent the commission of crime, and thus promote good morals; and you will save the brave men whom you command from wanton exposure to danger and death.

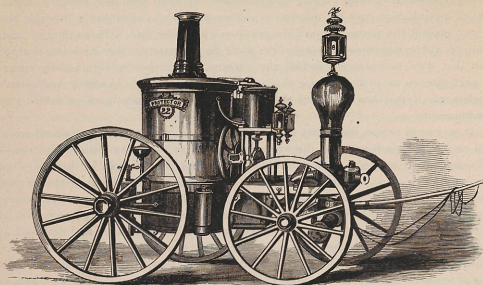
These facts show you, gentlemen, that underwriters labor under disadvantages from which you are free. It has incidentally come to my knowledge that one of your members, a representative from Baltimore, is to make a report to you upon the general subject of incendiarism, and his interest in and knowledge of the subject will enable him ably to present the matter. From his report you will gather that it is the duty of each head of a fire department, unless there shall be a separate officer distinctly charged with that duty, to examine carefully the circumstances attending fires, and the causes of each fire, so as to detect incendiarism if that is the cause; to expose and correct carelessness if that has produced the burning, and to vindicate innocent sufferers by conflagrations.

It may seem to you, from what I have said respecting the frequency of incendiarism, that underwriters must regard the whole community as so far demoralized that almost any one is ready to apply the torch whenever he thinks he can gain by doing so; but this is not the case. The honest men of the community vastly preponderate over the dishonest. There happens annually one fire to about each one hundred and twenty-five policies issued. Assuming that to be the proportion of ordinary losses, and let one policy-holder extra in each two hundred and fifty be so depraved and desperate as to burn his property, then the losses would be much more than doubled; for the accidental fires include nearly all of the small and partial losses, while when an incendiary gets at work he means that his work shall be thorough and profitable to him, though he may burn out a dozen honest neighbors. It follows that if each five hundred policies include one extra incendiary, the losses are magnified over fifty per cent.; and if there be but one to each one thousand policies, the increased loss is over twenty-five per cent. Policy-holders are far from being, as a rule, incendiaries. Is it not an outrage that so small a portion of the community should cause so much loss and cost to the great mass?

Many of us have stood shudderingly near to noble men whose lives were suddenly crushed out of them at fires, by an unexpected explosion, or at the premature crumbling to pieces of the burning building. While it is the high and eagerly performed duty of a fireman, at his own peril, to preserve the property and lives of his fellow-citizens, it is an unspeakably wicked act when an incendiary subjects him to that peril, for purposes of revenge or of gain. There often comes to my mind an instance which occurred some years since—a fire, which those who adjusted the claim were thoroughly satisfied was intentionally caused for a mercenary purpose, and which sent hurriedly to their death a half-score of firemen and others. The party believed to be guilty was occasionally seen for years after, and his appearance seemed to show that he never forgot the ghosts he had made.

The National Board of Underwriters deserves commendation for having, by offers of reward, secured the punishment of incendiaries, until their aggregate terms of imprisonment reach to hundreds of years. Those underwriters who aided to secure the passage of the New York City Fire Marshal Law are entitled to public credit; and so is the officer who fills this office, and has under that law within five years sent thirty-two incendiaries to the State prison.

When you, gentlemen, realize your duty and perform it, your fellow-citizens who are judges of your courts, or constitute your juries, will learn to sympathize with their suffering selves, and with their fellow-citizens as a whole, instead of with a criminal claimant upon a corporation. Your legislators will not encourage incendiarism by declaring that, no matter what may have been the depreciation in value of a building from use,



"Protector," No. 22.

neglect, or abuse, since it was insured, nor if it was excessively insured by misrepresentation of the policy-holders, *the amount of the policy shall be the measure of damage*. Nor will they declare, as has in effect been done, that no misrepresentation, however gross, shall void a policy.

But, as has been already indicated, you have other important duties to perform, to which the restraint of incendiarism is but incidental. To properly perform those duties requires "full-length men," both mentally and morally. He must be both *born* and *made* a fireman who is to be thoroughly qualified for his work. Without that steadiness of nerve, that coolness in presence of danger, and that power of prompt decision which are natural qualifications, no education can make a man a first-class fireman, and no man with these only is adequately fitted for the performance of that duty. Nor can the knowledge how best to perform these duties be acquired in a day. To lead men to project a ladder from the top of one high building to the roof of another, the upper stories of which are on fire, and are otherwise unapproachable, thus forming a bridge across a chasm thirty or forty feet wide and sixty or eighty feet deep; to qualify them in the darkness of the night, made more dark by stifling and blinding smoke, to cross that narrow bridge, carrying pipe and hose with them; and to enable them when they have crossed to use these effectively, requires natural courage, coolness, and discipline. And yet such things, and many others requiring equal bravery and firmness, have been done and will be done again. The fireman in the ranks needs such qualifications; the officers in command of the companies need them more; and the engineer-in-chief



needs them most of all, for no man fit for that important office will command a subordinate to do what himself would shrink from doing. What fireman has not performed acts in the presence of extreme danger, with deliberate but unhesitating promptness, and without apprehension, the recollection of which caused him involuntary shrinkings a day or a week, yes, years after? Is it not amazing that at times such men so qualified are displaced by petty politicians, who dare to act in defiance of the best interests of their constituents?

We shall, I think, agree that the duties of the head of a fire department are important, and are worthy of the best efforts of manly men. The insurance officer who is willing to wind along in his slow and dreary way through his official life, never deviating from the well-trodden track of his predecessors, without effort to discover the principles of his business, how more equitably to adjust his premiums with reference to the hazards incurred, how better to secure those who pay premiums for the policies he issues, may be abundantly competent to draw his salary with a regularity equally undeviating; but he is not necessarily entitled to be called an underwriter. The world needs no such satisfied sloths, who know only that *they* know everything worth knowing; but it does need conscientious underwriters, who study diligently to make the business more elevated and more secure to policy-holders than they found it.

So with a chief engineer; for him simply to follow the lead of those who went before him, or even of those who are his contemporaries, without earnest study for himself, is a waste of opportunity, a neglect of duty. Whatever of good can thus be inherited should be clung to; whatever can be gained from contemporaries should be promptly employed; but each should do much solid thinking for himself, and thus not only improve his own department, but be ready to contribute to the advancement of all. Perhaps the greatest of all the advantages of your organization is that it affords this opportunity to communicate to all the results of the experience and study of each. In the absence of such gatherings as this, and of the information they disseminate, each isolated fire department of the smallest town, though its apparatus consists of but a single ladder truck, is ready to declare that it is the best department in the land; and the worst of it is that what is thus declared is believed. Ignorance is always the mother of self-conceit.

If the authorities of the cities of this country had anything approaching an adequate conception of the advantages the chief engineers of their fire departments would derive from attending this Convention, they would make it their imperative duty to do so, and regard the expense as the wisest outlay they ordered for the benefit of their own departments.

A large portion of your duties are everywhere understood: such, for instance, as knowing well what constitutes, in men, engines, hose, and water, your equipment and facilities for fighting fires, and having your men well disciplined and your apparatus in complete order. It is equally important, however, to know what that equipment ought to be; to know all of its defects and its deficiencies. In many instances, in our large cities, streets formerly bordered with dwellings or small stores are now lined with massive warehouses; the water-pipes which were adequate for the former condition are quite insufficient for the present. The engines which were powerful enough for buildings sixty feet high are not equal to the demands of those of ninety feet. The hose well able to endure the pressure of the former height cannot withstand the strain of the

latter. The extension of cities and the enlargement of buildings impose severe labors upon firemen and fire-engines, and call for an increase in their numbers. Such defects as these should be, but seldom or never are, promptly remedied by the authorities; they call for the expenditure of money, and to secure that expenditure often requires "line upon line and precept upon precept" from the engineer-in-chief, and that line and precept should be repeatedly and impressively given. The city authorities change nearly every year; the chief engineer is more permanent, and ought to be absolutely permanent, so long as he performs his duty well. Therefore, both the knowledge of the facts and the responsibility for defects rest upon the engineer.

It becomes him to know what additional aid and apparatus he needs, and to make a public record of that need. In case of a disaster a victim is always sought. Some one must be charged with causing it by reprehensible neglect. Each chief should see to it that his skirts are cleared by the warnings he has given, and, if need be, has reiterated year by year; and then, when the catastrophe comes, he has but to point to the dates and pages of his forewarnings to send the indignant complainers in search of some other as their victim.

Each city has its places of especial danger — places which are a cause of perpetual anxiety to the responsible head of the fire department. Sometimes these are of such character as to justify him in asking that the business which causes the danger be removed to some place where it does not so greatly imperil other property. Such dangerous places should be subjected to careful study. The action to be taken in the event of a fire should so far as is possible be determined in advance, and that with regard to the various directions from which the wind may blow at the time of the fire.

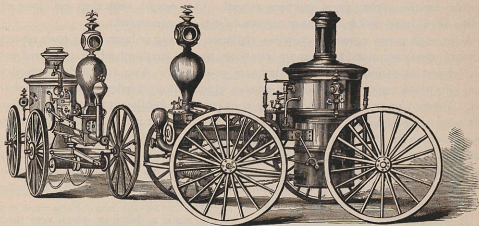
Buildings which are peculiar exposures to the limbs and lives of firemen need study. Such exposures come from defective construction, from heavy loading in the upper stories, or from the nature of their general contents. To know that their leader is aware of these exposures, and is carefully watching for the moment when from regard to his men he will order them out of a burning building, gives to firemen great boldness in the performance of their duty, as well as great confidence in their commander.

The circumstances attending fires need careful scrutiny. Often the first notice of a suspicious fire is received from the officer in command. It not unfrequently happens that a fire is extinguished before the machinery by which it has been intentionally caused has been burned up, and the features show clearly that owner or occupant has deliberately caused the burning. The reckless wretches who thus endanger the property of their fellow-citizens and make unnecessary demands upon the firemen deserve condign punishment, and it is your duty to see that they get the reward of their demerits. With such aid to your fellow-citizens in exposing fraudulent burnings, it may be that at some future day it will be regarded as a crime for an insurance company to pay anything for a fraudulent loss in order to save itself from costs and trouble. It may be that in some coming year some wise legislature will create a disinterested and unpaid commission of patriotic citizens, and require that insurance companies, before making payment in such cases, shall lay the facts before that commission, and be constrained to resist claims when they shall be so instructed by it, or be liable to be declared public nuisances, and to forfeit their charters.

Over-insurance is a great provocative to incendiarism, and insurance agents have been known to over-insure with a seemingly willful carelessness. Wherever this is

found to be the case, it is but simplest justice to the men you command and to the citizens of your town that such over-insurance, with the name of the offending agent, be recorded.

Among the many things requiring consideration is that of summoning the entire fire department to every fire which takes place, as is the practice in smaller cities generally. It is not many years since this course was universally pursued. Long after the cities were subdivided into districts for the purpose of showing by the alarm in what part of the city the fire was to be found, the entire apparatus of the place was taken to all districts alike. The first company which, in the city of New York, was restricted in its duty to a limited section of the city, was commanded by an underwriter, the limitation being prompted by the occurrence of a fire in the lower part of the city which destroyed a large portion of two blocks of mercantile buildings, the fire having been made so great by the absence at another fire more than a mile distant of all the city's fire apparatus. To that same company was committed, at request of the insurance companies which owned it, the control of the first steam fire-engine before spoken of. In



"Lady Washington," No. 40.

"Tradesman," No. 37.

smaller places, such localizing of fire apparatus is unnecessary; but as cities extend, it becomes important that no one section be left entirely bare of protection by unnecessary attendance at small fires in distant places.

There is no need, at this day, of urging upon this body the importance of prompt and reliable notification of fires. You all know that seconds in the beginning of a fire are worth more than later minutes.

Some of the few points I have noted may seem of small account; but it is not so, for whoever gives attention to these minuter matters will be sure to give attention to those of greater importance. It is said that Michael Angelo was once charged with giving too much time to "trifles" in his sculptures. His reply was, "It may be so, but recollect that trifles make perfection, and perfection is no trifle." In your business, gentlemen, there are no trifles.

I do not wish unduly to magnify your office; my purpose is far from that. I do wish, however, to invest it with its proper dignity and importance, to show something

of its duties and responsibilities—something of the motives which ought to actuate men who hold your places.

It may be that some one will be content with the lowest of all motives, viz., that of keeping his place and its salary, if a salary is attached to the place. Even then the best mode of making this sure is by a thorough performance of duty. I know many of you so well that I know you to be governed by a higher motive; that you have an enthusiasm for your work; that it has a charm for you that nothing else has. Such enthusiasm, when accompanied by the elements essential to make a fireman, always secures preëminent success. It has been well said that "nothing is denied to well-directed labor; nothing is attained without it." Real excellence never demands recognition; indeed, it shrinks from it. You can afford to await public appreciation of work well done; it will commonly come whether you want it or not. When it comes, accept it quietly, and, if it does not come, be the better satisfied, for you have a higher reward in the consciousness of honest, earnest endeavor. To achieve success in a worthy cause is great, to deserve success is greater. Never be satisfied with work which provides for the present only, let it be of that character which recognizes and provides for the coming years and time as well. One worthy work thus well done will fulfill a life's duties so far as earthly responsibilities are concerned.

Your work is one requiring ceaseless vigilance, untiring industry; you have no time to waste upon manipulating primary elections, nor in anything which interferes with your closest attention to the high duties of your office. You can seldom afford to come down low enough to notice the attacks which jealous slanderers may make upon you. When you magnify your office by your complete fulfillment of its duties, others may want it, and imagine themselves competent to fill it; or it may be they will be disposed even to lie about you, as such creatures have lied recklessly, maliciously, and still will lie, until the father of lies and of liars, Satan himself, ought, it would seem, to become disgusted with his own progeny. Unless you can accomplish a public good by doing it, do not come down to these creatures. Go on in the fulfillment of your duties, and that fulfillment will be your completest vindication.

It is related of an old-time judge, that having made a decision which very much annoyed an inexperienced lawyer, the latter soon after, when out of court, and within ear-shot of the judge, denounced the decision, and reflected with more energy than courtesy upon the ruling. Others of the bar present urged the jurist to take some notice of the noisy attorney. "Gentlemen," said the judge, "when I was a boy, my father had about our home an ill-natured cur, whose habit it was on moonlight nights to turn his ugly head towards the moon and bark at it almost unceasingly, and it was observed that the brighter the moon shone, the more incessantly the dog growled and barked." The judge stopped, but his auditors, seemingly not satisfied with the conclusion, said, "Well, judge, what was the result?" "Oh!" said the judge, "*why, the moon kept right on.*" You may not find such curs in your experience: I trust you will not; but there have been such in fire departments as well as out of them.

Permit me here to allude to the career of a man who was to my mind a model chief engineer. Some of the members of this association knew Chief Anderson, of the New York Fire Department, and took their earliest lessons under his administration. He was born in New York in 1818, and joined Hudson Engine No. 1 in 1830. He was chief engineer from May 9, 1837, to November 27, 1848, and was at the head of that



department, which was then a volunteer department, at a time of much public excitement, and when the control of the city passed repeatedly from one political party to the other. In the earliest years of his chief engineership there were many and bitter efforts made to oust him from the place. He left the care of all who opposed him to those who had learned to appreciate his natural equity and his single-hearted devotion to duty, and gave his thought and time to his work. Before very long, all opposition worthy of notice was overcome, and through all administrations he held his place, and held it in spite of the willingness of those in authority to remove him. Not only this, but as the committees on fire department affairs of successive common councils were appointed, they all learned to confide in his purity of purpose, and to defer to his superior judgment and experience. When, after many years of excellent and severe service, he voluntarily resigned the place, it was to take an honorable and lucrative position to which the citizens had elected him in recognition of his fidelity to his duty as head of the fire department; and when his several years' incumbency in that position had terminated, he was made the president of a substantial insurance company, and worthily filled that office while he lived. New York City's great fire of 1845 occurred while he was chief of the department. That fire exhibited his determination, coolness, and complete knowledge of his resources. Those familiar with the facts attending that fire know that at a time when a very moderate fire on Broad Street was apparently under complete control, suddenly violent and repeated explosions occurred in a store which adjoined the principal burning, and which contained a quantity of saltpeter.

These explosions destroyed at least one of the most valuable fire-engines on duty, and buried up and burned nearly every line of hose employed, thus destroying the hydrant connection. The doors and windows of buildings on the opposite side of the street were blown in by these successive explosions, which carried the fire into a number of them. Firemen were missing, and of one of them not a fragment was ever found. The conflagration immediately became great. The chief's poise was undisturbed, his action in bringing order out of this chaos was prompt and determined. The air motion was very gentle, and against it the fire crossed Broadway at its widest part, just north of the Bowling Green. The chief gave prompt attention to heading off the conflagration in that direction, but devoted his most earnest effort to checking it in its leeward march, where it attacked a valuable dry-goods district. An insurance officer, who had had some experience as a fireman, watched that fire with anxious solicitude, and during its hours of destruction traveled around it many times, watching its progress and reporting occasionally to the chief. He discovered, at the edge of the coming daylight, that the fire was likely to cross Beaver Street on the south, at a point where there was no apparatus on guard, and hastened to the chief, informing him of the danger, urging him to go there himself, and order assistance. The reply was, "I have nothing to spare from other points, and must stay here myself for ten minutes; this fire shall be stopped here. Examine Beaver Street again, and tell me how it looks in ten minutes." The insurance officer hastened back, and as he reached the street, the fire set the cotton in a store on its opposite side ablaze. His return to the chief found the ten minutes elapsed, and the chief ready to rush with him to the exposed point. He took in the situation at a glance. "I dare spare nothing from its present place. In a few minutes there will be a number of Brooklyn engines here; they are now crossing the ferry, and will come up Whitehall Street; order them here in my name. I rely upon you to do

this. I must be back to William Street." The Brooklyn engines came dashing up Whitehall Street; were stopped and set to work, and mainly by their aid that branch of the fire was quelled, when it had cut a narrow swath through that block and the next. The loss by that fire was less than ten millions, when, but for the ability of the chief engineer, and for the confidence his force had in him, it would have been doubly destructive. Peace to his memory, and may his good works never be forgotten!

Gentlemen, I will not longer occupy your attention. If ceaseless and engrossing duties had not occupied all of my time, I might have given more of it to this address, and thus have put more in it in smaller space. It takes time to condense language. I might well have spoken of the importance of changing volunteer to paid departments just as rapidly as circumstances will justify it. I would by no means depreciate volunteer departments or their works. My own relation to a department was that of a volunteer, and many of the noble men whose energy prompted them to that duty, and with whom it was my privilege to stand, have occupied high places in mercantile and official life—places which they won by the same energy which made them firemen.

The importance of being prepared for great fires, and of determining upon the action to be taken when they occur, such as when, where, and how to level buildings in the march of a fire by explosives, cannot be overestimated. At such fires efforts are always made to arrest their spread by such means, and often unwisely. The New York Department has attached to it a Sappers' and Miners' Corps of picked men, designed and drilled for such an exigency. I leave matters of great importance, and close by urging you to realize more adequately how high and important are the positions you occupy. You are the protectors and defenders of the property, of the lives, and, maybe at times, of the morals of your fellow-citizens; and whoever does such duty well deserves to be regarded as "the first citizen," if not "of his country," at least of his own town or city—a citizen about whom should be gathered the respect and confidence and esteem of his fellow-citizens, who entrust their property and their lives in his guardianship with an implicit repose, because they know that by day and by night, whether they wake or sleep, he is always alert—for the protection of their interests and themselves he is always "watching and waiting."

While on the subject of fire orations, I must not forget that of Hon. B. Platt Carpenter, on the occasion of the unveiling of the Firemen's Monument, during the fireman's tournament at Poughkeepsie, in October, 1873. I listened to the oration as a representative of a morning journal in this city, and thought it the most eloquent tribute to the heroism of the old laddies which I had ever heard. It was as follows:

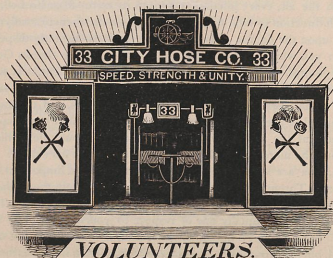
GENTLEMEN OF THE FIRE DEPARTMENT—The monument unveiled to-day is dedicated to the memory of your predecessors and former associates who have passed from earth. It bears testimony to the nobility of the living in that the living honor the worthy dead. Enduring as the rock, it shall stand at all times a connecting link between the past and the future, reminding you of the services, the sacrifices, and the heroism of those who have returned to dust, and inspiring you to even nobler efforts

with its assurance that your lives shall not be forgotten. The propriety of its erection is obvious. In all the records of philanthropy there can be found no public benefactor who yields so much time and experiences so much toil uncompensated as the fireman — none entitled to honor or heartier gratitude than he. The soldier, battling for a nation's dignity or the pretensions of a dynasty, may be more celebrated in song, or may gild the historic page by the brilliancy of individual daring. More frequently, however, his powers are exerted for the destruction than for the protection of mankind. The soldier achieves distinction through carnage and desolation, but whenever his heroism is displayed for liberty and the elevation of mankind, he is, perhaps, entitled to the highest appellation in the catalogue of human honors. Yet so often is war oppressive and unjustifiable, and so often the valor of the soldier exhibited for tyranny and oppression, that the world's greater debt appears to be due to the fireman. In war, one of the contesting parties must necessarily be at fault, and the evils that follow must result from human infirmity or human depravity. The fireman wages not warfare against his race — none against property — but with his name is associated the idea of vigilance, alacrity, and protection. It is his province to protect life and property against the ravages of the fiercest element, and he never shrinks from duty — never from what might appear to be an unequal contest against the vengeance of an angry God. The public man who originates and engrafts upon the laws of his country some measure of progress or amelioration, reaching beyond the comprehension of ordinary mortals, is worthy of high rank in the list of benefactors; we term him the statesman.

Within a short time, in our own land, we have seen the Queen City of the West laid in ashes, and that wealthy city of the East, almost the first the morning sun shines upon, severely crippled by fire. Even the best organized fire department cannot always subdue the flame that is borne upon the hurricane. In our own city, sleep would hardly be disturbed by threat of invasion, and the approach of pestilence would cause only greater care in diet; but when at midnight the peals of the fire-bell first vibrate through the air, every inhabitant springs in terror from his bed, and before he knows in which direction to look for danger, he hears the fireman's rallying cry and the engine at play upon the flames. His instinctive terror is instantly dispelled, and, with a confidence in you which he would not repose in himself, he thanks God that we are blessed with a prompt, vigorous, and trustworthy fire department. At such times your merits are appreciated, and a city regards its protectors with becoming gratitude and affection. That feeling is not dormant at other times, and if aroused to proper activity, the reward of the faithful fireman would not be limited to the consciousness of duty performed, but the substantial preferments of life would lie within easier grasp while fame would be more accessible through the avenue of his calling.

Gentlemen, you are voluntarily charged with the most important duty that can devolve on men. Through your own conduct you can attain the highest measure of popular respect, as already you have earned the warmest gratitude. The step which you have taken to-day is equally one of respect to yourselves and of honor to your vocation. You have erected a monument that shall commemorate not only the virtues of the departed, but also your own. It is, therefore, a solemn, but nevertheless a pleasant, duty that we now perform. Though not one of its purposes, that monument, so beautiful in design and so perfect in execution, long after his days upon earth, shall stand as a memorial of the genius of the sculptor. Except that their period could not be charac-

terized by modern illustrations, it appears to have been carved with the practical chisel of a Phidias or a Praxiteles. You have capped it with a statue that almost breathes. You have embossed it with symbols that indicate plainer than words, the purpose of its erection. You have inscribed upon it a motto, "Duty on earth, reward in heaven," which testifies alike to the high estimate which you had formed of the character of your deceased brethren, and to your own determination, through faith and fidelity, to choose that good part which shall not be taken away from you. A single monument adorning so many tombs, and thus signifying union and death, shall tend to effect among the living as complete unity of sentiment as there is already of purpose. If jealousy has existed, it shall be succeeded by laudable emulation—if enmity has ever been provoked, it should continue no longer. Working together in the pursuits and aspirations of life with the same zeal that you evince in protecting the property of a city, you cannot fail of a success commensurate with your merits. But the simple act of this day's devotion is more inspiring than words. Another addition has been made to the sacred treasures of this inclosure. A charm has been given to the sepulcher through your work of honor and piety. Upon your beautiful offering is inscribed a volume of history, which centuries hence shall be consulted for a more accurate knowledge of the customs of our time. Above all, you have made a valuable contribution to the sympathy and affection of the age. Surely this must be to you an hour of pride, as in the solemnity of the scene you witness the complete dedication of the monument to the memory of the volunteer firemen of Poughkeepsie, and feel in communing with the hearts of those about you, that the services and virtues of the fireman are appreciated and his name duly honored.







## XII.

**T**HERE was no incident in the life of the old-time fire-laddie which had more charm for him than the occasion of a parade. To the public in general no parade or public display was more pleasing than the firemen's procession, and some of them were as picturesque as they were characteristic.

The first parade of the Volunteer Firemen of New York City that I can find any record of was on the Fourth of July, 1824. In 1825 and 1826 the "laddies" celebrated the "glorious Fourth" by a parade, and then decided to parade thereafter on the anniversary of the Department, which occurred on the 15th of October. On the 9th of September, 1824, the firemen paraded in honor of the visit of the Marquis de Lafayette to this country. The most magnificent parade of the Department up to that time was on the occasion of the completion of the Erie Canal, on the 4th of November, 1825. At the celebration of the introduction of Croton water into New York City, October 14, 1842, the firemen again participated in the grand pageant. The first annual parade of the Department took place June 9, 1851; the second, June 14, 1852, and the third, June 11, 1853. Intervals of three years then elapsed between these parades—October 13, 1856, and October 17, 1859. On the 1st September, 1858, a reception was given Mr. Cyrus W. Field upon the completion of the laying of the first Atlantic cable. The firemen celebrated the event by a grand torchlight procession, and



Parade of the New York Fire Department, 1860.

the scene was the most brilliant imaginable. On the occasion of the third triennial parade of the Fire Department, on October 17, 1859, a magnificent silk banner was presented to the Department by the city. The principal inscription on the face read, "New York Fire Department, chartered March 20th, 1795." After the banner had been presented, it was borne up-town to the place where the line was formed, escorted by the Exempts and other companies.

"As the New York firemen," says a report of the grand pageant, "march past, headed by their respective bands, they are greeted with shouts of recognition from the bystanders and waving of handkerchiefs from the ladies and children. To these compliments they respond in the same way, and so it appears a real ovation which these gallant fellows are receiving in the streets of their native city. One of the hook and ladder companies had a black bear chained on the top of their truck, and as the awkward grizzly, frightened by the music and the noise and the crowd, made vain efforts to escape from his chain, he afforded great amusement to the juveniles. Another company had a fox attached to their machine; but Reynard, who is probably a pet of the engine-house, and, at all events, is a cute chap by nature, seemed to adapt himself to his strange position, and, it may be, appropriated to himself a large share of the general applause. One of the new steam-engines was drawn in procession, and attracted much attention. Another engine, Southwark, No. 38, had four powerful and splendidly caparisoned horses harnessed to it, and pacing inside the ropes, to which the members held on, as usual."

On October 13, 1860, on the occasion of the visit of the Prince of Wales to this country, a grand torchlight procession was given by the Volunteer Firemen in honor of the distinguished visitor, and "nothing so unique, so picturesque, and so characteristic" was ever witnessed in New York.

I was reading recently "*Life and Liberty in America*," by that scholarly English author and poet, Mr. Charles Mackay, and this is what he says in his work about a torchlight procession of New York firemen:

We emerged into Broadway. But there was no fire. It was only a procession of firemen, with their engines (or *en-gines*, as the word is generally pronounced in America), their ladders and their hooks. Thousands of people lined both sides of

Broadway. It was a lovely night, clear, crisp, and cold, and the rays of the moon fell upon the marble edifices with a brilliancy as if they had fallen upon icebergs or the snowy summits of hills. Every object was sharp and distinct; and the white spire of Grace Church, more than a mile distant, stood out in bold relief against the blue sky, as well defined in all its elegant tracery as if it had not been more than a hundred yards off. It was a grand "turn out" of the firemen. Each company had its favorite engine, of which it is as fond as a captain is of his ship, gayly ornamented with ribbons, flags, streamers, and flowers, and preceded by a band of music. Each engine was dragged along the streets by the firemen in their peculiar costumes—dark pantaloons, with leathern belt around the waist, large boots, a thick red shirt, with no coat or vest, and the ordinary fireman's helmet. Each man held the rope of the engine in one hand and a blazing torch in the other. The sight was peculiarly impressive and picturesque. I counted no less than twenty different companies, twenty engines, and twenty bands of music—the whole procession taking upward of an hour to pass the point at which I stood. The occasion of the gathering was to receive a fire company on its return from a complimentary visit to another fire company in the adjoining Commonwealth of Rhode Island, a hundred miles off. Such interchanges of civility and courtesy are common among the "boys," who incur very considerable expense in making them, the various companies presenting each other with testimonials of regard and esteem in the shape of silver claret-jugs, candelabra, tea service, etc.

The last public parade in which the old "vamps" participated in this city was on the occasion of the centennial celebration of the Evacuation of New York City by the British, on Monday, November 26, 1883.

The municipality of the City of New York, by public resolution, determined, on the 9th day of January, 1883, to commemorate in a proper manner the centennial anniversary of the evacuation of the city by the British. This final military act occurred on the 25th of November, 1783. The anniversary falling in 1883 on Sunday, Monday, the 26th, was appointed for the ceremonies. The resolution of the Common Council provided for coöperation of the Chamber of Commerce and the New York Historical Society in the direction of the celebration, and invited other organizations, civic and military, to take part therein. In pursuance of this resolution, the Society of the Cincinnati, the veterans of the war of 1812 and of the Mexican War, the Loyal Legion, the Grand Army of the Republic, the veterans of the National Guard of the State of New York, the Old Volunteer Firemen of New York City, and a large number of civic organizations, united with the committee. In presenting a few historical facts, it is my desire to give a general outline of some





Torchlight Parade of the Old Laddies in Honor of the Prince of Wales.

of the momentous events which led to the evacuation. Several interesting facts are given which have not been heretofore made public, and, besides, from this celebration practically dates the organization of the Volunteer Firemen's Association of New York City.

The protracted struggle between Great Britain and America, known as the War of the Revolution, commenced in 1775 and ended in 1783. Punctually at twelve o'clock on the morning of April 8th, one hundred and two years ago, the proclamation of peace between the two countries was read by the Town Major at the City Hall, then in Wall Street, in the presence of a great number of inhabitants. Though the proclamation bears date of the 14th day of February, 1783, it should be remembered that the "preliminaries" were signed on the 20th of January of that year. Washington announced the fact to his army on the 19th of April. New York had been in British hands since September 15th, 1776. Fighting substantially ended with the battle of Yorktown in October, 1781, its decisive nature compelling the British virtually to admit their inability successfully to continue the struggle. Six months after, they displayed a willingness, if not an anxiety, to cease hostilities, by withdrawing troops from Southern territory. Though comparatively few shots were fired for two years before evacuation, the terrible suspense incident to and occasioned by the military occupation was not finally relieved until the 25th of November, 1783, when the last boat, filled with British "red-coats," turned its prow south of the Battery toward the British ships which were lying at anchor off Staten Island waiting to receive them. Washington, with Governor Clinton and others, in the exercise of their martial and civic functions, were called upon to carry out the work of pacification and internal order. With the promptness and judgment which characterized his military career, the General immediately undertook the difficult task. Treaty claims were to be adjusted, destruction and chaos were to be supplanted by order, martial law by civic authority, and, more than all, the great commander and his adherents were face to face with the social, financial, and industrial problems of a great nation, whose vitals had been sapped by the stern ravages of the enemy. As New York had been the pivotal point and head-quarters of the invading army for seven long and anxious years, it was natural that Washington should

desire to enter in triumph the city which he had been compelled to abandon years before in humiliation.

When peace was declared, Sir Guy Carleton, who, in May, 1782, had succeeded Sir Henry Clinton in command of the British forces, promptly began to prepare for the evacuation by disbanding all the loyalist regiments and dispatching many of the regulars to England, Nova Scotia, and the West Indies. A little over 6000 troops, including detachments of the light infantry, grenadiers, royal artillery, 17th dragoons, and the 7th, 22d, 23d, 38th, 40th, 43d, 76th, and 80th foot regiments were to await final orders. Much correspondence took place between Sir Guy Carleton and General Washington, and all trustworthy accounts agree that the dilatory attitude of the British, after peace was declared, caused some concern even to Washington himself. In May, the two rival commanders met on board the "Greyhound," off Dobbs' Ferry, on the Hudson, where solemn assurances were given that no time would be lost in dispatching the remnant of the British army. When, therefore, Sir Guy Carleton fixed the 25th of November as the final day, Washington, who had in the meantime disbanded almost all his Continental army at West Point and Newburg, prepared to take possession of the city the moment the British left it. Washington and Governor Clinton stayed for several days at Cortlandt House, the residence of Frederick Van Cortlandt, near Yonkers, an historical landmark, still occupied by the family. An extract from memoranda left by Lieutenant-Governor Pierre Van Cortlandt supplies some interesting details of the movements of the civic and military authorities. He said:

N. B.—I went from Peekskill Tuesday, the 18th of November, in company with his Excellency Governor Clinton, Col. Benson, and Col. Campbell. Lodged that night with General Cortlandt at Croton River; proceeded and lodged Wednesday night at Edw. Cöuenhoven's, where we met his Excellency General Washington and his aides. The next night lodged with Mr. Frederick V. Cortlandt at the Yonkers. After having dined with Mr. Lewis Morris Friday morning, we rode in company with the commander-in-chief as far as the Widow Day's, at Harlem, where we held a council. Saturday I rode down to Mr. Stuyvesant's; stayed there until Tuesday, then rode triumphant into the city with the commander.

On the 19th, the great commander arrived at Day's Tavern, near the junction of 125th Street and 8th Avenue, attended by the State

and army officers, while a portion of the American troops proceeded to take positions some distance below. The news of the intended triumphal entry stirred the loyal inhabitants to great enthusiasm. A meeting of a large and respectable number of people who had in the meanwhile returned from their seven years' exile, was held at Cape's Tavern, Broadway, followed by another on the 20th, at which the arrangements connected with the entry of Washington and his army were discussed, and it was resolved that the place of meeting between the military and the people should be at the Bull's Head Tavern, kept by Mrs. Varian. On the 24th, Sir Guy Carleton addressed the following letter to General Washington :

NEW YORK, 24 November, 1783.

Sir: Agreeably to the notification given you in my letter of the 19th instant, I propose to withdraw from this place to-morrow at noon, by which time I conclude your troops will be near the barrier. The guards from the redoubts and on the East River shall be first withdrawn; but an officer will be sent out to give information to your advanced guard when the troops move. . . .

I am, sir, etc.,

TO HIS EXCELLENCY GENERAL WASHINGTON.

GUY CARLETON.

In the meantime, the citizens appointed to conduct the order of receiving their excellencies General Washington and Governor Clinton were busily engaged in preparing a grand welcome. In the public prints of that date I find the following notification :

NEW YORK, November 24, 1783.

The committee appointed to conduct the order of receiving their excellencies Governor Clinton and General Washington

*Beg leave* to inform their fellow-citizens that the troops under the command of Major-General Knox will take possession of the city at the hour agreed on, Tuesday; as soon as this may be performed, he will request the citizens who may be assembled on horseback at the Bowling Green, the lower end of the Broadway, to accompany him to meet their excellencies Governor Clinton and General Washington at the Bull's Head in the Bowery, the citizens on foot to assemble at or near the Tea-water pump at Fresh-water.

The following order of procession was also issued :

A party of horse will precede their excellencies and be on their flanks. After the General and Governor will follow the Lieutenant-Governor and members of the Council for the temporary government of the southern parts of the State — the gentlemen on horseback eight in front — those on foot, in the rear of the horse, in like manner.





James F. Horan.

Theo. C. Williams.

James Conner.

Edward Holmes,  
Editor "Sunday Dispatch."

John Spencer.

Their excellencies, after passing down Queen Street, and the line of troops up the Broadway, will alight at Cape's Tavern. The committee hope to see their fellow-citizens conduct themselves with decency and decorum on this joyful occasion.

The arrangements for the reception being now completed, with the assurance of the British commander that his army would leave the city at noon, the people patiently awaited the entry of the patriots. Washington reached the encampment in the morning, and the signal was given to move forward to the city, the American pickets being already stationed near the Dove Tavern, within five miles of the city. Marching along the Kingsbridge road, the American troops pursued a southern course, taking peaceful possession step by step of the positions which the British troops had abandoned. Entering the Bowery, they proceeded as far as Bull's Head Tavern, where the Thalia Theater (so long known as the Bowery Theater) now stands. Pursuing the instructions laid down in the above-named notification, the citizens, many of whom were on horseback, then joined the procession. A detachment of the American troops, a little before one o'clock, marched into and took possession of the city. The civic procession then moved along the Bowery to Chatham Street. At the corner of Orange Street (now Baxter) and Chatham Street, where stood the old Tea-water Pump, a large number of citizens on foot fell in line, and the whole cavalcade then turned into Queen (now Pearl) Street. Proceeding up Wall the procession arrived in Broadway opposite Cape's Tavern, on the north of Trinity Churchyard, the site on which the Boreel building now stands. Here the detachment of the military were in waiting, and congratulations were exchanged between the military and civic dignitaries.

In all that has been written on this subject, it appears to have been generally overlooked that among the congratulatory addresses presented to Washington, none found a warmer place in his heart than that of the members of the "Voluntary Associations and other inhabitants of the kingdom of Ireland." The efforts then being made in the cause of freedom by Ireland's down-trodden sons were well known to Washington, and his reply will strike a responsive chord in the heart of every Irishman to-day. The great commander wrote:

It was not an uninteresting consideration to learn that the kingdom of Ireland by a bold and manly conduct had obtained redress of many of its grievances; and it is

much to be wished that the blessings of equal liberty and unrestrained commerce may yet prevail more extensively. In the meantime, you may be assured, gentlemen, that the hospitality and beneficence of your countrymen to our brethren who have been prisoners of war are neither unknown nor unregarded.

Governor Clinton expressed similar sentiments. Meanwhile, festivities continued throughout the city. Cape's Tavern was the scene of uninterrupted enthusiasm for several days. On the 28th, an entertainment was there given to the Governor and Council, and also to General Washington and the army. About three hundred gentlemen "graced the feast." Among the toasts drank were :

The Protectors of the rights of mankind.

The Constitution of the State of New York.

May the spirit which produced our happy Constitution be its continual support.

May the Sun of American Liberty spread its influence to the end of the earth.

The records of the time state that the evening was spent "in great good humor, hilarity and mirth, becoming the joyous occasion of their meeting." On December 2, another entertainment was given at the same place by the Governor to His Christian Majesty's ambassador, the Chevalier de la Luzerne. Washington and about one hundred gentlemen were present. In the evening, there was a grand display of fireworks on the Bowling Green in celebration of the Definitive Treaty of Peace, the first being preceded by

A dove descending with the olive branch, which communicated the fire to a marron battery.

On Thursday, the 4th of December, Washington bade his officers farewell. Those who had remained in the city assembled that day at Fraunces' Tavern to take final leave of their illustrious commander. The event was as impressive as the gathering was remarkable. "The passions of human nature," says a writer, "were never more tenderly agitated than in this interesting and distressful scene. His Excellency, having filled a glass of wine, thus addressed his brave colleagues:

With a heart full of love and gratitude I now take leave of you ; I most devoutly wish that your latter days may be as prosperous and happy as your former ones have been glorious and honorable.

Washington then resigned and retired to Mount Vernon, his home, carrying with him the bright encomiums of being "first in war, first in peace, and first in the hearts of his countrymen."

A few words explanatory of some of the historic landmarks of New York will not be out of place here.

On the Kingsbridge Road, at about 180th Street, was a well-known hostelry named the "Blue Bell." This tavern stood for more than a century and a half. Washington and Governor Clinton here reviewed the troops on the 24th of November, 1783. A mile and a half below, on the east side of the present St. Nicholas Avenue, about where 126th Street intersects, was Day's Tavern, also a noted house, around which the bullets whistled during the battle of Harlem Plains. Here the troops encamped prior to their entry into the city. Another place worthy of mention was McGowan's, and just below the Black Horse Tavern of the Revolution, which stood on the north-east corner of the present Central Park.

The Bull's Head Tavern, which stood at the head of the Bowery, famous as the last stopping-place of Washington before he made his entry into the city, was kept as early as 1770 by one Richard Varian, who was keeper of the public slaughter-house. He served on board a privateer during the war, was taken prisoner, and carried to Halifax, where he remained until peace was proclaimed, when he came back to New York, agreeably surprised to find his wife in possession of the old hostelry. The "Bull's Head" was the resort of butchers and drovers, and was widely known.

The "Tea-Water Pump," at which the troops halted, was a spring of excellent water on the west side of Chatham Street, and was long in great request, and carried from door to door. Cape's Tavern, which stood on the site of the present Boreel Building, corner of Thames Street and Broadway, was the famous public house of the city before and during the Revolution. It had been the city residence of Governor de Lancey, and with its large stables and proximity to the ferries and to the great eastern highway, it was an admirable tavern site. Here, in 1754, a noted host, Edward Willett, opened with the sign of the Province Arms; and under the name of the York Arms, the City Arms, and later the State Arms it was known. It must be remembered that in the old days taverns were known by their signs, which accounts for their various designations.



At the beginning it was kept by one Hicks, who was succeeded by Roubalet and Cape. After the war, on its site was erected the famous City Hotel.

Fraunces' Tavern, now called Washington's Headquarters, stands at the junction of Pearl and Broad streets. It is at present kept as a lager-beer saloon. On the second floor, in what was known as the "long room," Washington took leave of his officers, on the 4th of December, 1783. In this room the New York Chamber of Commerce was organized in 1768. It has five windows overlooking Broad and Pearl streets. It still contains an old round table, which is alleged to have been in use in 1783. The house was originally two and a half stories high; in olden times a handsome staircase led to the principal room. The Exchange was close by, and from the records of that day we find that the tavern was frequented by many business men, and that sales of real estate were made there in addition to the transaction of other matters of general public importance. Built about 1710, by one of the de Lanceys, it was afterward purchased by Fraunces, and has since 1768 been, without interruption, a house of entertainment.

Having given a brief outline of the incidents connected with the evacuation of the city by the British, I will say in conclusion that though the hundredth anniversary day of this memorable event was an exceedingly inclement one the programme of the exercises was faithfully carried out and a finer pageant was probably never witnessed in New York before.

It occurred to a number of old fire-laddies that the occasion would be a fitting one for them to participate in as a body, and accordingly ex-Chief Decker and several others began making arrangements for the great event. A call was issued, meetings were held, and the old-time enthusiasm once more manifested itself among the old "Vamps." Having perfected all the details necessary for their participation in the grand parade, they notified the committee having charge of the celebration, and that body assigned them, together with other fire-laddies from adjacent cities, to the fifth division in the procession. No portion of the whole procession received so hearty and prolonged applause as did the old firemen of this city, and, as cheer upon cheer rose and was borne along the line of march, the "Vamps" smiled complacently, and bowed their acknowledgments

to the thousands who lined the sidewalks and filled the windows along the different thoroughfares.

Shortly after this parade, the last but one in which the firemen of this city paraded publicly as a body, it was decided to form another fireman's association. With many of those who turned out on Evacuation Day as a nucleus of the organization, it was believed the undertaking would be a success. Preliminary meetings were held and at one of these a committee was appointed to draft a constitution and a set of by-laws, for the purpose of perfecting the organization. Martin J. Keese, the chairman of the committee, at a subsequent meeting held at Military Hall December 22, 1883, submitted the following, drawn up by him personally :

*Whereas*, The Exempt Firemen's Association of this city exclude from membership in their organization all such firemen who have not served five years in the late Volunteer Fire Department; and,

*Whereas*, There are a large number of volunteer firemen of this city who by the disbandment of the Department by an Act of the Legislature, or by absence from the city while serving their country during the late war, and from various other causes, such as sickness, injury while in discharge of their duties, etc., any or all of which prevented them from serving five years, and which said causes thereby render them ineligible to membership in said Exempt Firemen's Association; and,

*Whereas*, Said Exempt Firemen's Association is purely benevolent in its character, and does not supply a want long felt by many old firemen, viz.: A headquarters where frequent social intercourse may be held with each other, and old associations thereby renewed, no better proof of which may be cited than a reference to the late parade on Evacuation Day, in which the Department, as a body, would not have been represented had it not been for the individual action of its members, by whose exertions alone it was brought together on that occasion. Be it therefore

*Resolved*, That a committee of ten be appointed by the Chair for the purpose of organizing a Volunteer Firemen's Association of the City of New York, whose duty it shall be to secure headquarters, and report a plan, perfect in detail, for the carrying out of such object; and also to select officers to serve until such time as the first election occurs, and that said committee are hereby invested with power to complete such organization, and to include therein the formation of a Mutual Aid Fund.

By direction of the committee of arrangements.

MARTIN J. KEESE,  
Chairman.

The law required that an application for incorporation, under the general law passed April 2, 1883, must contain the names of fifty persons. These were speedily obtained, and ex-Senator Luke Cozzens was employed to prepare the papers and see that the incor-

poration was properly made. He refused to accept any remuneration for his services, saying that he was in hearty sympathy with the movement. The organization rapidly grew in numbers and importance, and is to-day the most prosperous of its kind in the country. The purposes for which the association was formed were to bring all the old volunteer firemen together socially, and to provide their families with a sufficient sum to decently bury them at death. The Exempt Firemen's Association, while a grand institution, was thought by many not to be broad enough. It only receives as members men who were attached to the Old Department for five years preceding its disbandment. This excludes a large number of deserving men who were among our best firemen. The new association takes in all. The only qualifications are that the applicant shall have been a member in good standing in the Department at the time it went out of existence.

There are three grades of membership. The first grade consists of all the annual members, each of whom pays an initiation fee of \$1 and \$2 annual dues. This entitles him to the use of the association's reading-room, where are hung the old relics of the Department, and where all the newspapers are kept on file. The members of the second grade form a Mutual Aid Association, and are recruited from the first grade. In addition to the fee and dues last mentioned, an assessment of fifty cents is levied upon the death of a member. It was decided to limit the amount of benefits to \$200. To make it a success, it only requires 400 members of this grade, and there are living at least 10,000 of the old firemen who at one time or another were connected with the Department. There is no permanent fund. From the excess of money arising from the revenues of the first grade, a reserve fund has been constituted, which is applied by the directors to relieve the pressing wants of the members or their surviving families whenever it is deemed necessary. This, however, is not done through any compulsion of the provisions of the charter.

The third grade consists of those who desire to parade on public occasions. On obtaining the consent of the association, they may procure a uniform at their own expense, and be enrolled in this grade. Another feature of the association is its divorcement from politics. The constitution provides that not more than three members from the same company can be elected on any one evening.

On parades, there will be no company fronts worn, but the participants in the parade must wear a front to be adopted by the association, together with an association uniform, of which the red shirt will form part.

The names of the fifty who originally signed the application for incorporation are as follows: Moses O. Allen, George W. Anderson, James Bambrick, Francis Bazzone, William E. Bishop, Edmund Bonnell, John Brachen, A. J. Brush, Anthony Burke, John Carey, Benjamin Carken, Paul J. Chappell, Harrison H. Comings, Alderman George R. Conner, Patrick Conway, Luke Cozzens, Thomas Crain, Richard Cullen, Bernard F. Curry, William O. Davis, William Day, John Decker, John H. Donnelly, Constantine Donoho, George H. Dunn, John J. Eagan, John Furman, James Higgins, William Hutton, Ed. C. Hoyt, Henry Jones, Martin J. Keese, Thomas Lahey, Silas Ling, Patrick McAnnally, W. B. McLein, Charles Miller, Isaac Mills, James Mullen, Joseph Nobles, Gilbert J. Orr, Louis J. Parker, G. T. Patterson, Peter P. Pullis, John Quigg, William Rainer, Timothy Sheehán, Abraham Slaight, Nelson D. Thayer, William H. Tracy, Thomas P. Walsh, John Wilson.

The headquarters of the New York Volunteer Firemen's Association at No. 143 Eighth Street, near Broadway, is the coziest and handsomest of any similar organization in this or any other city. The first floor comprises a commodious room 150 feet by 25 feet, and here the old fire-laddies congregate in moments of leisure to renew the acquaintances of their earlier days, and talk over reminiscences which are ever dear to them. The apartment is one vast museum of fire relics, and from the walls hang trophies of the Old Volunteer Department days, each trophy possessing a history as interesting as it is venerable. Here are fire-hats once worn by men whose heroic deeds have passed into history; there hang, suspended by silken cords, old signal-lamps which, on more than one occasion, lighted the way for brave laddies on their midnight runs to distant fires; portraits of men whose wise counsels often prevented disruption in the ranks of the Old Department; models of old-time engines whose counterpart on many occasions arrested conflagrations and saved thousands of dollars; trumpets whose blasts often and early called the old "vamps" to duty, whether the bleak winds of December were blowing a hurricane, or the scorching sun of July was burning



with the fierceness of a torrid heat; badges emblematic of heroism or engraved with sentiments of affection and distinguished consideration; flags whose colors floated to the breeze on many a notable parade; old-time ball tickets which recall the days of "Mose" and "Lize," and the occasions when the light fantastic toe was tripped with a joyousness that the present day seldom witnesses; banners whose inspiring mottoes still awaken memories of a dear past; and scattered here and there about the room are the familiar faces of some of the brave men who once composed the Old Volunteer Fire Department of New York.

The officers of the association are as follows:

JOHN DECKER, <i>President</i> , ex-Chief Engineer; office, Erie R. R., Jersey City.	WILLIAM E. BISHOP, <i>Fin. Sec.</i> , Engine Co. No. 24; residence, 152 Charles Street.
EDWARD GILON, <i>1st Vice-Pres.</i> , H. & L. Co. No. 14; residence, 102 W. 124th Street.	JOHN J. MALONEY, <i>Rec. Sec.</i> , Engine Co. No. 5; residence, 85 Varick Street.
CHARLES BRICE, <i>2d Vice-Pres.</i> , Hose Co. No. 42; residence, 262 W. 39th Street.	GEORGE T. PATTERSON, <i>Treas.</i> , Engine Co. No. 8; office, 17 and 19 Rose Street.
A. I. BUSH, <i>Sergeant-at-Arms</i> .	

#### DIRECTORS.

##### *Committee on Investigation.*

JOSEPH NOBLES, Engine Co. No. 4; residence, 685 Greenwich Street.
FRANCIS MAHEDY, Engine Co. No. 31; residence, 283 Henry Street.
LUKE C. GRIMES, Engine Co. No. 21; residence, 527 Broome Street.

##### *Committee on Finance.*

WILLIAM LAMB, Engine Co. No. 25; residence, 102 W. 21st Street.
LOUIS F. HALLEN, Engine Co. No. 34; residence, 57 E. 57th Street.
HUGH BONNER, Engine Co. No. 40; residence, 182 Lexington Avenue.

##### *Committee on House, Properties, etc.*

WILLIAM F. SEARING, Engine Co. No. 30; residence, 63 E. 4th Street.
JOHN J. BLAIR, Engine Co. No. 6; residence, 257 East Broadway.
PATRICK MCGUNNIGAL, Hose Co. No. 37; residence, 339 E. 30th Street.

##### *Committee on Laws.*

EDWARD GILON.	JOHN J. BLAIR.	LUKE C. GRIMES.
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The first parade of the "laddies" since the formation of the Volunteer Firemen's Association was on the occasion of the inauguration of President Cleveland, on the 4th of March, 1885. About 150 of the association, headed by Grand Marshal Mr. Michael Crane, marched in the grand procession on inaugural day, and were roundly applauded by the thousands who thronged the line of procession. The special train containing the fire laddies left Jersey City at 11

o'clock on the night of March 2, 1885, and arrived in Washington on the following morning at seven. Never was there a jollier crowd whirled over the Pennsylvania Railroad than this same party, and probably never will there be such a congregation of practical jokers and fun-making fellows gathered together again. To enumerate the various side-splitting incidents which occurred between the time of departure and return would be too great an undertaking. Suffice it to say that during the trip the vamps had many and interesting reminiscences to recount of the days of the Old Fire Department. That venerable and courteous old vamp, George Smith, told of incidents of his younger days in the Department; Chief Engineer Thomas, of the New London Fire Department, narrated amusing stories to a group of friends; over in a corner of a car the genial John Blair kept his listeners in roars of laughter; while Chief Frank Mahedy, with his eagle eye, watched the suspicious movements of Mr. John Burke, Mr. Patrick Kane, Max Goldwater, and George Erb, as the party made a silent hunt for half-a-dozen bottles of ginger-ale which Frank had secreted in the coal-bin. Mr. Charles Brice told of his experience when he ran with the "machine," and Mr. John Moloney recited "Rock of Ages," after he had devoured a mince-pie which he bought from a train-boy at one of the way-stations. Mr. William Searing sang "Home, Sweet Home!" in a way that drew tears from his listeners, and Mr. John Sullivan danced a break-down, while "Ike" Brush whistled an accompaniment. Daniel Gallagher began to recite Tennyson's "May Queen," when Mr. Patrick Kane suggested that Dan "shut up," and the latter felt so grieved over the rebuke that he actually drank a whole glass of ice-water. Old Chief John Decker sang, "I like a man, but I love a woman," and when some of the boys said, "Oh, John! ain't you ashamed?" the old vamp became visibly embarrassed, and refused to finish the refrain. At this juncture an effort was made by some of the laddies to steal a little sleep, but Erb, Goldwater, Kane, and Burke heard of the movement, and forming in line marched through the entire train, and whenever they found an old vamp asleep, they rudely awoke him and told him that he shouldn't miss a view of the beautiful scenery through which he was passing. The sleeper invariably said something about scenery and mad dog backward, and then looked out into the darkness, hoping to catch a glimpse of

Washington. The "boys" in the meanwhile would pass to another car and perform the same antics. When exhausted they would make a quiet hunt for Chief Mahedy's ginger-ale, and failing to find it, would awake the echoes of the surrounding country with the following:

We won't sing, sing, we can't sing, sing,  
And we'll tell you the reason why;  
We won't sing, sing, we can't sing, sing,  
Because we are awful dry.

At first, this ruse did not have the desired effect, but finally Mahedy weakened, and Erb, Goldwater, Kane, and Burke got a bottle of ginger-ale. Then Rome began to howl, and everybody on the train was aware of it, too. In rapid succession the bottles of ginger-ale disappeared, and in equal ratio the "boys" became more frolicsome and more enthusiastic. When Washington was reached, Marshal Crane gallantly marched his men through some of the principal streets, after which they housed their engine, and then proceeded to breakfast. Rooms had been secured in the Owen House, adjoining Willard's Hotel, on Pennsylvania Avenue, and when the "laddies" had their quarters assigned them, they took a bath and then proceeded to see the town.

Toward evening a party of the boys met in the bar-room a character in the shape of a Kansas tough, who was endeavoring to impress everybody with the belief that though he was a great traveler, he had never met anybody as good as himself. When he said he had traveled, there was a tinge of pride in his tone, and a semi-consciousness of a discovered dignity.

"You say you are a traveler?" said George Erb; and the fellow from Kansas answered with some symptoms of vivacity:

"Oh, yes, a great traveler"; and he waited to be talked to some more.

"I suppose," pursued Erb, "that you have plunged to Plutonian depths and mounted to Olympian heights; that you are a master of the mysteries of the sea and expert in all the wonders of the land, from the mixing of a hot Scotch to knowing how to keep a wife and six children in luxurious ease on \$7 a week?"

"All this, and more," answered the Kansas terror, proudly brightening.

"I dare say, now," interposed Max Goldwater, "that you have been under the flaming skies of Africa, have parched on the arid deserts of Asia, have caught the influenza in the dismal swamps of America, and been in a highly intoxicated condition on the rolling pampas of South America?"

"I have," he croaked, "and you can bet your lovely head on it."

"You have heard the Orang Outang warble in the tree-tops, and the parrot guffaw on the jingles by the hill?" said Mr. Patrick Kane. "You have also seen missionaries eaten without pepper or salt by carnivorous cannibals, and seen many an alligator whet its appetite with a plump baby?"

"Have n't I, though!"

"You have been," said Chief Engineer Thomas, "in wastes untracked by the foot of man, and where the pussy-cat hath never trod; where the hippopotami are always crying for bread, and where Welsh rare-bits are considered occult contrivances of Satan?"

"You've struck it exactly, my boy."

"Away from the dust and turmoil of civilization," said "Jack" Burke, "you have stalked through the bosky woods, a Springfield rifle in hand, and a flask of whisky next your heart, ambitious to slay the blithe deer and the acrobatic squirrel, or burning to get a good square shot at the frisky and fragrant polecat?"

"How well you are telling it all," said the Kansas high-kicker.

"Then I suppose," said Chief Mahedy, "that you have hustled among men in the distracting marts of trade; have bid for stocks; have voted for Cleveland; have been in New York; have wished you were never born, and have distributed yourself generally into the conspicuous places of the universe?"

"Oh, yes!"

"And you have seen elephants outside of a circus; Havana cigars that sold for five cents, with a schooner of beer thrown in; barbers with sweet breaths, and politicians who have kept their promises?" said Mr. Charles Brice.

"I have."

"Well, see here, you old dub," said Erb, "I can lick any son of a sea-coot that ever came from Kansas."

There was every evidence of somebody being reduced to powder,



when Chief Mahedy whispered to the Kansas terror that his friend Erb was the worst man in New York. "He killed a man about an hour ago in a beer tunnel on Pennsylvania Avenue," said Mahedy, "and all the man did was to ask him (Erb) if he liked pie." At this juncture the proprietor of the saloon grabbed Mahedy excitedly by the arm, and begged him to prevent any disturbance taking place. "I have not had a quarrel in here in twenty years," said he, as the tears came to his eyes, "and I beg of you to take Erb away, or he will kill that Kansas ass." Erb in the meanwhile was making strenuous efforts to get out of the imaginary grasp of his friend Burke; Mahedy had turned his face to the wall to hide the laughter which he was unable to suppress; and the Kansas roarer, glancing at the door which had opened to admit a Georgia colonel on crutches, suddenly sprang through the opening into the street, and, mingling with the crowds on the avenue, was soon lost sight of. The proprietor, when he learned that the whole thing was a joke, laughed heartily, and ordered a basket of wine. The next day Erb, Kane, and Burke so frightened a barber by their mock wrangling, that the knight of the strop almost fainted while lathering Burke.

At Philadelphia, the fire laddies were received on their return home by the volunteer firemen of that city, and after parading through some of the principal streets partook of a light lunch, and then took the train for home, arriving in this city about 10:30 on the night of the 5th. After marching through different parts of the city, Marshal Crane dismissed his men at the rooms of the association, every one pleased at the success of the trip.

The Veteran Firemens' Association of New York participated in the inaugural parade, and marched immediately behind Marshal Crane's division, the right of line being reserved for that gentleman and the Volunteer Firemens' Association of New York which he commanded. As the fire laddies passed the reviewing stand, on Inauguration Day, ex-President Arthur, who is personally acquainted with Mr. Crane, recognized that gentleman and courteously bowed his recognition. Before the fire laddies had fallen in line of march, on the same day, Senator Evarts came down the Capitol steps, and working over to Marshal Crane, warmly shook him by the hand. The senator was then introduced to ex-Chief John Decker, who, he said, he had long desired to meet.

It was universally conceded that too much praise could not be given to Marshal Crane for the clever manner in which he conducted the entire trip and the ability displayed by him in securing for those under his command the right of way in the grand parade.

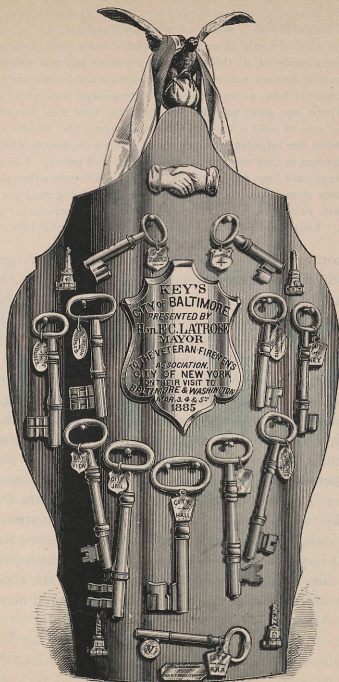
Among the guests who accompanied the association on this occasion were Major Hamilton, whose practical suggestions to those in charge of the Government's printing office were highly appreciated, Mr. Treadwell, Mr. Campbell, of *Frank Leslie's*, Mr. Edward Phalon, Mr. Max Goldwater, and others.

The Veteran Firemen's Association brought with them, on their return from Washington, a memento of their stay in Baltimore, illustrating the friendly reception they received in that city, and exhibiting a unique manner of presenting the freedom of the city. It consists of a highly burnished copper shield, 20 by 15 inches, in the center of which is another shield, silver-plated, bearing an inscription. (See cut on opposite page.)

Surrounding this, as can be seen, are twelve keys, fac-similes of those of the public institutions of Baltimore, viz. : City Hall, engine-houses, station-houses, parks, theaters, monuments, churches, penitentiary, jail, Bay View, night-key and the key of the buildings of the Pennsylvania Railroad Company, to which is attached a five-cent nickel piece. At each corner of the main shield is a model of the Baltimore Monument, and at the top is a pair of clasped hands. A silver-plated American eagle perched on a globe, with red, white, and blue streamers floating from its beak, surmounts the brass standard to which the shield is attached.

After the presentation by Mayor F. C. Latrobe, ex-Fire Chief Harry Howard responded, and said :

MR. MAYOR : It is my happy privilege to respond in behalf of the Veteran Volunteer Firemen of New York to your very flattering address of welcome, accompanying it with these ancient and beautiful symbols, the keys of your old and magnificent Monumental City. We have command of words, but they are inadequate to express our heartfelt thanks and gratitude : our hearts are filled with what the clergymen term a halo of rapture in listening to your grand oration and witnessing this enormous gathering of your citizens, who have waited patiently for five hours after the time set for our arrival, to cheer us on our way to Washington to take part in the inauguration of the new Government. We have always heard that Baltimore was more like New York than any other place on earth, and to-night proves the assertion to be true. Your Honor says you were proud to have been a volunteer fireman, but steam fire-engines



The City of Baltimore's Gift to Old New York Firemen  
on their Return from the Inaugural Ceremonies at Washington, 1885.

had superseded them. Sir, we admit that is partially true, but everything that is now accomplished by steam fire-engines, horse-power, and paid firemen, was all cheerfully done by the volunteers with a scant water supply, cumbrous fire apparatus, limited supplies, and the want of nearly all necessary implements for extinguishing fires.

The volunteers rendered all this vast service without pay and without complaint. Imagine the present firemen without steam fire-engines and horses, and you have our case. It is wonderful how we so successfully extinguished fires under all these disadvantages. There was great prejudice in the New York Fire Department to any change. I was one of only a few who favored paying the officers and men and declaring for steam fire brigades in large cities. I knew the people were as favorable to paying the firemen as they were to pay the military and police. I believe the firemen should always have been paid. When there is no active duty they have to remain in quarters, which is more confining and tiresome than doing hard work. We hope your firemen will visit New York. Then we will try to reciprocate all your kindness and generosity. Your beautiful symbols we will treasure while life lasts.


On Decoration Day, 1885, the members of the Volunteer Firemen's Association and Farnham's Post, No. 458, G. A. R., went to New Haven to decorate the grave of Col. Noah L. Farnham. They were met upon their arrival by Foote Post, G. A. R., the Veteran Firemen's Association, and others, and were escorted to the "Green," where the ladies decorated them with small bouquets. They then took part in the grand parade, and after decorating the grave of their late colonel and comrade, were escorted to the State House, and subsequently to the rink, where a bountiful collation awaited them. They returned to New York on the 6 p. m. train, and were met upon their arrival by the Second Fire Zouaves, who made a grand pyrotechnic display, and were escorted to their rooms in Eighth Street, where a marching salute was paid to Farnham Post as they passed. The "boys" spoke very highly of their treatment in New Haven, and only regretted that they did not have more time at their disposal. It required ten cars to convey the delegation, there being 450 men in line, including two bands of music. Mr. Crane was on the occasion of this parade again unanimously elected marshal.







### XIII.

NE of the greatest impediments the Old Volunteer Fire Department had to its success and continuance in public favor was that the people they selected for leaders looked only to their own personal comfort and popularity. Those whom they placed in power forgot that in accepting that power, they assumed a responsibility that they could not evade. If there had been at the head of the Fire Department men who would have boldly taken hold of every improvement in apparatus, who would have tried every experiment that looked to the benefit of the city and the efficiency of the Fire Department, who would have made it their pride to keep the Department equal to that of any other city in the world, careless of what the result was to their own interests when the city was served, the Old Department would have become so firm in the hearts of the people that no one would have dared to molest it. But the heads of the Old Department looked only for the time being, and considered self the principle. They deceived the people into a false security, and cheated the firemen into the same belief. As long as a dozen of the leaders were paid for their services, directly or indirectly, they were willing that the greater share of the labor should be done by volunteers. They reaped the honor and the profit, while the working firemen were flattered by them to continue the good work.

The great curse of the Old Fire Department was the collisions of the firemen. They seemed in some instances to act as if they were

not joined together for the same purpose. Each company looked only to its own welfare, and not to what the general body of firemen needed. Any one who raised himself above petty prejudices and came out boldly with a desire to benefit the whole, even if a few did suffer, was immediately set down as an opponent and enemy of the Department, and the war against him was carried on to the bitter end. Thus did the change from the old to the new department gradually take place. It was a change demanded by the times; the progress of the city demanded it. The people had become tired of the bickerings of the firemen, and the working firemen had made up their minds to accept the change for the better. Those who liked the duty, and who were willing to perform it, were to be taken care of; while the party who were firemen but in name, could retire from the engine-houses with grace, claiming all they sought when they first joined the Department—exemption from jury and military duty.

Though the Legislature had been repeatedly importuned to pass a bill establishing a metropolitan fire district, and creating a paid fire department in the place of the Old Volunteer system, no arguments, it seemed, were ever able to accomplish this purpose until Judge Abram R. Lawrence, now of the Supreme Court, went to Albany in 1865, and addressed the Legislative Committee on Cities.

I attended the meeting of the Committee at which Judge Lawrence made his celebrated argument against the Old Volunteer system, and as I believe it to be a part of the history of the Old Volunteer Fire Department, I will give it in full. Besides, it will be found of interest to many who care to know of the workings of the Old Department.

When the Committee were seated on the day in question, Judge Lawrence took the floor and spoke as follows:

If it pleases the Committee, I appear here to-night in behalf of certain citizens who are large owners of property in the city of New York for the purpose of supporting this bill. And I say in the outset, in my humble opinion, the bill, if allowed to become a law, will vastly promote the interests not only of the city of New York and the city of Brooklyn, but also of the entire State. For, after all, everything which tends to secure the safety of property in those cities tends to promote the interests of the people of the whole State, because, as the commerce of the State centers in those cities in a greater or less degree, the people of the State are therein represented, and when a fire breaks out it is not only the property of the individual citizen of New York or Brooklyn, but the property of gentlemen who live along the line of our canals and in the interior of

the State, at times. If the Committee please, I am disposed to discuss this matter as briefly as possible, and in order to draw the attention of the Committee to abuses which exist, and which we propose to remedy, it will be necessary for me to give a short narrative of the legislation which has taken place in regard to the Fire Department of New York and Brooklyn, for the purpose of showing you how they are constituted. The Fire Department of New York was created in 1798. New York at that time, compared with what it is to-day, was a mere village. Its population was in the immediate neighborhood of 58,000. By that bill the Department was created as a corporation; a Board of Representatives, as they are called, were to be elected by the respective companies, and they were to have again the power to elect a president and other officers. The Common Council were to have the right to appoint the firemen, though in point of fact the engine companies elected their members, subject to confirmation by the Common Council. So the Department ran along till a chief engineer, with various assistant engineers, was elected to superintend the operations of the force during a fire, and for the purpose of extinguishing that fire, until in 1855 this Department had become, I will not say so bad, but the system had developed so many evils that an attempt was made to apply a remedy by the Common Council in passing an ordinance, which the gentleman has alluded to.

They made the attempt by creating certain Fire Commissioners, who were to pass upon the eligibility of members, and to pass upon their misconduct and delinquencies when elected. That was tried in 1861 or '62, when the Common Council, who, we believe, were authorized to set aside a decision of the Fire Commissioners, were deprived of that power, and the Commissioners of Appeal were created. Each of these boards are elected by representatives chosen by the firemen at large. The Department at present consists of 3960 men, according to the report of Chief Engineer Decker rendered in August last. There are 52 engine companies, 55 hose companies, 18 hook and ladder companies, making 125 in all. The Brooklyn Department, as I understand it, was organized in 1823. It was reorganized when the act was passed consolidating the cities of Williamsburg and Brooklyn, and now they have an eastern and a western district, and they have in the main the same organization as the city of New York; that is, there is an appeal from the decision of the Fire Commissioners to the Common Council. The number of men in the eastern district of Brooklyn is 486; the number in the Western district, 2713 — making a total in round numbers of 6500 men in the Fire Departments of New York and Brooklyn. Well, now, we say that this system is entirely faulty. We say that a system which might do for a large village will not do for cities which contain fourteen hundred thousand people, in round numbers, in their limits. We say that a system which did for New York when it contained a population about one-half of that which is contained to-day in the seventeenth ward of that city, will not do for the great commercial metropolis of the United States; and that a system which did for the city of Brooklyn in 1823 or '24, when its population could be counted by its five thousands, will not do when it numbers 300,000.

I will say that the figures presented by my friend differ materially from the figures which have been furnished me by the Finance Department of New York; and the Finance Department is that by which every bill is paid, and through which every bill passes; and the sum total of that report made to me as having been expended in the year 1864 for the Fire Department is \$515,976.28, instead of two hundred and odd

thousand to which my friend has referred. I will give the committee the items of that expenditure before I get through.

We say that there are evils in this system, and I shall confine myself more particularly to the evils that exist in the city of New York; for the Brooklyn evils are a daguerreotype of those of New York. In the first place, we say there is no proper responsibility in this department. If the Committee look at the statutes, they will be struck with amazement. Who creates the chief engineer? The firemen. Who creates his fourteen assistants? The firemen. That is, the firemen elect them, and the Common Council go through a formality of confirming their election. We have a board of Fire Commissioners, who determine whether a man shall be admitted into the Fire Department. They determine, when he has been charged with a delinquency, whether he shall be punished. The Board of Commissioners of Appeals sit in judgment upon that decision, and reverse or confirm it, as the case may be. I undertake to say there is no check, there is nothing which would lead to a proper superintendence of the Department; and it does result in making every single man who sits in judgment upon a fireman dependent directly or indirectly upon the accused for his position. There can be, there is, no check upon the superior officers of this Department. We say again, that there is too large a force of firemen; that the Department is unnecessarily numerous.

In round numbers, there are 4000 men connected with the Fire Department. There were eight districts, though the new ordinance referred to by Mr. Hitchman provides for more. Each fire company runs to two of these districts. The consequence is, if they do their duty,—and they always do their duty in running to fires,—1000 men in the city and county of New York go to a fire; and almost any old fireman will say candidly and emphatically that 100 men are as many as can ordinarily and advantageously work at a fire. There may be cases of very extensive fires where the case would be different; but, as a general thing, 100 men would be sufficient. I wish the Committee to understand my position and the position of those whom I have the honor to represent. I do not pretend to say that this Fire Department has not in its past history been productive of a great deal of good. I do not pretend to say that in the past they have not done their duty; but this city has become so large, that the time has come when it must be changed.

My next objection to the present system is that it is enormously expensive; and now I will refer to the figures which I presented a moment ago.

I wish to direct the attention of the Committee for a few moments to the items of expenditure for 1864. For fire machines and apparatuses, \$157,027.07; buildings and repairs, \$95,373.49; for salaries for Fire Department, \$50,274.43; for fire telegraphs, \$34,000. I only give the largest items. There is a total of \$515,976.28. For bell-ringers alone, \$38,000 was spent last year. Taking the suggestion of the senator from the city, I will allude to certain general evils, and then put in our evidence. Any one knows who has attended a fire in the city of New York, that there is a great deal of unnecessary excitement. There is a terrific ringing of bells and shouting of great numbers of persons. The bells are rung so that any person who wants to go for improper purposes is immediately warned where the fire is. If he wants to commit plunder, the bells and the engines direct him where to commit depredations, unless he is so unfortunate as to be stopped by the police.



We shall show you that this ringing of the bells can be done away with; that the enormous expense contracted for that purpose is entirely unnecessary. I propose to show the Committee that this Volunteer Fire Department has one object in view — that is, the extinguishment of a fire. Their duty, they think, consists in throwing as much water as they can in all cases. The consequence is that a vast amount of water is wasted, and that thousands of dollars' worth of property are destroyed by water. I suppose that men selected to put out fires would not be so ignorant of their duties as to do that. The city of New York has 125 engine-houses for its 125 machines. Two or three companies have been disbanded, but I assume from the report of the chief engineer that the number is 125. The average value of the buildings is above



Great Fire of 1835.

\$10,000 each, and assuming it to be \$10,000, there is \$1,250,000 for houses alone. This is much more than is necessary. Again, these houses are used as places of social gathering. There are a class of firemen who are called "bunkers." I would call attention to a document furnished by the chief engineer himself to the Common Council. I will take it up at random. I think I shall be able to show that in almost every instance a large proportion of the parties who were attached to hose companies or fire-engines are put down as residing where the house of the company is located. That may be all right and proper. I have no objection that any gentleman shall reside where he pleases, but I know of no right of firemen to reside in a house hired by the city. Take the case of Washington Hose Company No. 12. I find upon page 95 of the report for 1864 (it is dated in August, 1864) that the company is located at

340 West Forty-third Street; I find that Mr. Childs, the foreman, lives at No. 340 West Forty-third Street; so running on, Mr. Arkens, the assistant foreman, at the same place; Matthew Kelly, one of the firemen, at the same place. More than half on this list of gentlemen we find as stated as residing where this hose company is located.

Take, if you please, the Tompkins Hose Company, No. 154 Norfolk Street. A large number of the members are put down as residing at the house of the company. I won't weary the Committee, but there are the facts. I do not care how many individual firemen come up here and present affidavits to contradict that report. I say that it is an official document, and which citizens of New York know to be correct. If these gentlemen desire residences at the expense of the city of New York, we object to furnishing them. I do not think I can be accused of making an attack upon any branch of the city government or upon the Fire Department, because I quote an official document issued by that Department itself.

I say in the next place, that I am not groping in the dark when I say that a paid Department will remedy the evils to which I have referred. The city of Baltimore, as I understand, has now a population of 250,000. It adopted the paid system in 1858, after having suffered the various evils of the volunteer system which we have endured in New York. I have here the report of the fire commissioners of Baltimore to the mayor and Common Council of that city, in which they say that since the last annual report there had been no change in their organization, and that the force employed remains as heretofore—114 officers and men, 7 steam fire-engines, 2 hook and ladder, 34 horses. The total expenditures for 1864 were \$55,397.47. This is in Baltimore, after an experience of seven years of the paid fire system. The effect is seen in the fact that the rates of insurance are 20 or 30 per cent. less in Baltimore than in New York. In 1863 there were 101 fires. In 1857, under the old system, in six months there were 222 fires; and there is almost as great a contrast in other years. The Baltimore report shows a comparative statement of the amount of losses by fires in that city for the four years previous to 1859, and the same period since that date, which is as follows: Such losses during the years 1855, 1856, 1857, and 1858, were \$2,175,000, against \$803,000 for the years 1859, 1860, 1861, and 1862, and such losses for the years 1861 and 1862 were only \$143,000, thus showing the great superiority of a paid over a volunteer system.

Gentlemen may surmise or resurmise as much as they please; there is a statement of facts and figures which cannot be overcome, and which shows what a well-regulated paid system will do for any city. Look at the rates of insurance! Look at the relative amount of loss for the different years! I will refer again for a moment to the statement showing the number of fires in Baltimore under the old system and under the new. From July 1, 1857, to December 31, 1857, a period of six months, there were under the old system 222 fires; from January 1 to December 31, 1858, the first year of the paid fire department of Baltimore, there were 342 fires; from January 1 to December 31, 1859, there were 267 fires; from January 1 to December 31, 1860, there were 194 fires; from January 1 to December 31, 1861, there were 135 fires; from January 1 to December 31, 1862, there were 104 fires; from January 1 to December 31, 1863, there were 101 fires, or not half as many for a whole year under the paid system as there were in 1857 under the volunteer system for a period of six months.

In Cincinnati, the paid system was established in 1853, it being the first city in the Union which adopted such a system. It is only necessary to look at the reports of the chief engineer of that department for the three years which have elapsed since its organization, to see and appreciate the benefits of a paid fire system. Every line of them bears witness to this fact, that in abolishing the volunteer department and establishing the new one of a paid department, peace, order, and security of property have been obtained and promoted. I will refer the Committee to the expenditures of that department for 1863. The total amount expended for everything, including salaries of officers, machines, apparatus, and all the supplies incidental to a fire system, was \$94,187.60. There are 155 men in the department in all, officers and men; 11 steamers; 2 hook and ladder companies; 2 hose companies—making 15 machines in all, and 70 horses.

In Boston, for the year 1862-3, the population being about 200,000, the whole expense of the paid fire department was \$107,500. There is a total of 254 men in the department in all, officers and men; 10 steamers; 3 hook and ladder companies; 8 hose companies; 1 hand machine—making a total of 22 machines; and there are 34 horses in use by the department.

St. Louis, which, in 1860, had a population of 160,000, had a paid fire department of 59 men. They had 34 horses, managing 7 steamers, 6 hose carriages, and 1 hook and ladder company, and all at an expense of \$55,000. St. Louis is about one-fifth as large as New York; and if you will multiply 55,000 by 5, you will discover how much less expensive the paid fire department of St. Louis is than the volunteer department of New York. The facts are the same the world over. Liverpool expends yearly but \$15,000 upon one of the most efficient fire departments in the world.

Senator Field—You mean fifteen thousand pounds.

Mr. Lawrence—Excuse me, I mean fifteen thousand dollars, according to the Cyclopædia returns.

In Paris, a city of 1,600,000 people, from 700 to 1200 sappers and miners do the whole work of the fire department, whereas New York, with about half the population, has a body of 4000 firemen.

The truth is, under the name of a volunteer system, New York supports the most expensive fire department in the world.

There are 4000 irresponsible and badly organized men; they must necessarily be less efficient in the performance of their duty, and become the destroyers instead of the savers of property. The facts which I have adduced of the experience of other cities are laden with lessons of instruction to the city of New York.

Since the adoption of the paid fire department in Baltimore, there has been a constantly increasing decrease of expenditure. The same is true of Cincinnati. Every report comes to us laden with praises of the paid system. They had the same trouble we had, the same brawls, the same fights, the same quarrels; and almost the instant they adopted this system, every fire is put out in an orderly and proper manner, and at a cost of about one-half the old system.

I say the bill before the Senate is a proper bill, because, in the first place, the officers are entirely independent of the men whom they control. They are not like the fire commissioners who sit in judgment upon firemen, who are themselves liable to be removed by a Board of Representatives. They are not like my friend the chief engi-

neer, who has to be elected by those same firemen. They are to hold for a term of eight years, which will make them independent of any consideration except what their duty would make them take cognizance of. They are not in any way responsible to the firemen. They are not dependent upon them for their votes; after they have received their appointment, the sole question is how they can best discharge their duty. They will have exclusive management of all the apparatus of the Department, and will purchase all the supplies necessary to carry on the system. They are to provide proper supplies, and they are independent of any political considerations, because, by one of the sections of the bill, their nomination to any political office, unless declined within ten days, works a forfeiture of their office in the Fire Department.

In the next place the Committee will find that by the tenth section of the bill, the expenditures of these Metropolitan fire commissioners are controlled by a Board of Revision.

We suppose that will be a check upon the expenditures under this fire system.

I wish to say, in conclusion, that all experience shows that every invention which has been proposed has been bitterly opposed by those holding office under the old system. The Metropolitan Police bill was opposed. I was opposed to it. But experience has shown me that I was wrong and the bill was right; I do not think any candid man can gainsay but that it was an improvement. So in the present Fire Department, any improvement proposed has met with violent opposition. When the Philadelphia engines were introduced, they were opposed by the old engine companies, though it was apparent that the Philadelphia engines could throw a stream to a great height. It was a common thing for the hose companies, after the introduction of the Philadelphia engines, to get out of the way in order not to be called upon to feed that engine, and in order that they might have the honor of playing on the fire first they would have a little pipe to connect with the hydrants and play upon the fire themselves.

The introduction of steam fire-engines also met with bitter opposition; and yet there is no sane man but will say that the introduction of the steam-engines was an important improvement. So far as opposition is concerned, we must expect to meet it. Every improvement will generally find men who will oppose it. But the question before this Committee, the question this bill pointedly presents, I submit, is whether the cities of New York and Brooklyn will be benefited by this proposed change. I say that as far as I have had an opportunity of hearing the gentlemen on the other side, they have not adduced a single fact in favor of continuing the present system, and, I think, should the bill become a law, the man who opposed Philadelphia engines, and then the steam-engines, and then opposed a paid department, will say that they were wrong and that this bill is right. Who are the men that oppose this? They are the members of existing companies. I have not heard a speech from any one who has not derived patronage or emolument or position from the Department. It is natural they should oppose it. It is in accordance with human nature that it should be so. But I say, for the purpose of furnishing these gentlemen with positions from which they may derive such patronage, or emolument, or position, the city of New York should not be put to an annual expense of \$515,000 without obtaining at least an adequate system for the prevention of fires. I submit that this question of economy is something we must attend to before long. We have a State debt and a national debt, which are increasing with fearful rapidity. The burdens of the city of New York are at present enormous, and with the



increased expenditures which the war has occasioned, those burdens will be intolerable if some reduction is not made in unnecessary expenditures from the city treasury. An opportunity presents itself in the passage of this bill to obtain at once both a decrease in our expenditures and a fire system which will afford a greater security to property. I trust the Committee will reflect upon these considerations, and that much reflection will induce them to report the bill favorably to the Senate.

That the Committee *did* report the bill favorably, the present Department is substantial proof.

Those who took an interest in the Old Department worked earnestly and faithfully in its behalf, but the arguments of Judge Lawrence were too convincing for the Committee. They also recognized that the word had gone forth; the times demanded a change. The old system of fire departments had its day, and New York had perforce to follow in the footsteps of other cities and adopt the latest improvements. The bill to establish a paid fire department was finally ordered to a third reading, and on the 30th of March, 1865, the Legislature passed the bill. The vote stood 71 in favor to 40 against the measure. Though the passage of the bill had naturally enough given rise to very great excitement in this city, the excitement was not of a nature calculated to produce any uneasiness. The members of the various companies in the several wards let off their indignation in loud conversations among themselves, but did not show any inclination to resist in an improper way the new law which had swept away the Old Volunteer system, to which the veteran "fire laddies" had naturally become so much attached. Laughable instances, however, occurred among the various companies who had good-naturedly submitted to the inevitable. On the doors of some of the engine-houses there were posted large placards announcing, "Closed for Repairs"; "Gone to meet the Angels"; "To Let. Apply to Ruby Fen."; "Closed in consequence of a death in the family. Beware of the dog"; "Shut up for recuperation; members gone to Saratoga," and similar announcements, all calculated to provoke laughter and secure general harmony. Mayor Gunther, in a proclamation, urged the firemen not to listen to the suggestions of any ill-advised or designing persons, but to obey the laws of the land faithfully. Chief Engineer John Decker, who was in office at the time, did more than anybody else in preventing an outbreak on the part of the old firemen, and eloquently argued

that their sole and only object should be to retain the confidence of their fellow-citizens, and to do this they must continue their services to the city until the bill recently passed had become a law. There were many among the old firemen who questioned the constitutionality of the law after it had become such, and at a meeting in Firemen's Hall on the 4th of April, a resolution was adopted, on motion of Mr. Hopps, of Hose Company No. 1, requesting the Common Council to immediately take the necessary legal measures to test the constitutionality of the act. Suit was immediately begun, and on the 21st day of June, 1865, the Court of Appeals decided that the act was constitutional. Governor Fenton, in accordance with one of the provisions of the act, had in the meanwhile appointed Martin B. Brown, Charles C. Pinckney, James W. Booth, and Philip W. Engs Fire Commissioners, and a few days after the Court of Appeals had rendered its decision, arrangements had been made for the official transfer of the property of the Department to these officials.

Chief Decker was sitting in his office in Elizabeth Street one morning, when Mr. Engs entered and cordially shook hands with the veteran fireman.

"I am ready, Mr. Commissioner," said the chief, "to surrender my keys at a moment's notice."

"Not at all, Chief," said Mr. Engs; "the Board of Fire Commissioners are extremely desirous that you continue in charge, and would be pleased to have you call on them at your earliest convenience."

Mr. Decker immediately repaired to the office of the Board of Underwriters, the office of the Commissioners, where he was again officially informed that the Board desired him to continue in office.

"You shall have full control, Chief, except at fires."

"Do you mean, Mr. Commissioner, that at fires you will superintend the business of placing and replacing the pipes?" asked the chief.

"Yes," was the reply.

"Then you can take back your appointment. I think that five captains are enough to sink any ship."

Mr. Decker thereupon resigned, but before doing so made an inventory of all the engines and other property of the Department, receiving a receipt therefor from the Commissioners. Elisha Kingsland succeeded Mr. Decker, and entered upon the duties of his office on the 1st of September, 1865. The last fire at which the last chief

engineer of the Volunteer Fire Department gave the orders was in a rear stable in Mulberry Street, near Canal, on the 31st of August, 1865. The next day he was succeeded in office by Elisha Kingsland. In his report upon leaving office, the old chief says: "No injury was done by the disbanded volunteers to any of their engines, carriages, or trucks; there were no malicious acts toward the New Department. When the new *régime* came in, everything was as quiet and orderly as to-day; but in the next eighteen months, under the paid system, the loss by fire was greater than the entire loss during the five and a half years of my administration."

Thus did one of the most popular institutions that ever characterized New York pass out of existence. But the brave deeds and heroic sacrifices of the members of the Old Volunteer Fire Department will live for generations to come. Magnanimous courage is one of the noblest qualities of human nature; and when the books are opened, in final settlement of earthly accounts, in the language of the gifted poet when describing the hero of "The Prairie Belle":

"Christ ain't going to be too hard  
On a man that died for men."



Tiger carried on "Americus" 6.



#### XIV.

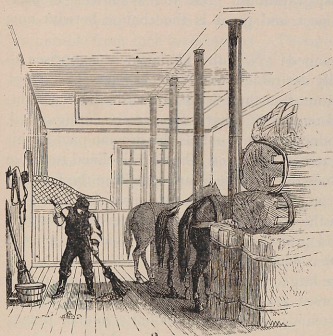
“O, for the time when I was young—  
The woful when;  
Ha! what a change 'twixt now and then!”

**T**O the past we must look for true romance; the retrospective ideal is the real to-day. The imagery of Arabian story has found its fullest realization in the commonplaces of the present, and the jewels that the idle boy discovered in the subterranean caves have since been brought to light, and made to contribute to the necessities of the exploring mind that had the courage and the energy to demand such tribute. For the most startling changes and unexampled progress, we need go no further back than the memory of men now living; for who can contemplate the changes of the last half-century, and not be overcome with special wonder? Not so much that we are in possession of such marvelous facilities for the enjoyment of life, as that our grandfathers and fathers could at all manage to exist upon the limited resources which the world then afforded. Within the time we speak of, a journey from New York to Albany occupied a week, gas was unknown as an illuminating agent, the people of this metropolis bought drinking water at a penny a pail, and the only protection afforded our citizens against the ravages of conflagration was a voluntary fire department. And it is to the changes in this particular that I invite attention, although my exordium may have indicated a disposition to record Time's vicissitudes for a half-hundred years.



With the introduction of a new system so important and comprehensive as the Metropolitan Fire Department, it is not strange if mistakes have occurred, or improper men been placed in position, or errors of judgment should occasionally defeat, in some degree, the objects aimed at. But that the new organization has proved a great improvement on the old system, no unprejudiced person possessed of a correct knowledge of the facts will attempt to deny. We believe it would be as impossible to go back to the old system and give satisfaction, as would a return to the days of stage-coaches and canal-boats. We are aware that it is less attractive, jovial, and chivalrous

than the volunteer service. About that there was a spice of romance. The consciousness of putting forth the best energies of mind and muscle, and risking even life in the effort to save the property of our fellows, was most praiseworthy, and, like every other deed of virtuous action, brought its own exceeding great reward. Then the associations were interesting and endearing. Friend-



A Stable in one of the Engine Houses.

ships were cemented by a common interest and a common danger, and men would sometimes come to regard the "machine" with feelings almost of affection. Then there were pleasant meetings, social reunions, the fun and frolic of the "bunk" room, and a constant mutual interchange of the amenities of life. It is no wonder that the system was yielded up with reluctance, or that the breaking up of associations of a life-time should meet with opposition. The change was radical and sweeping, but the benefits that have accrued have more than compensated for the rude shock given to established

predilections. About the life of a fireman, there is no longer anything romantic; he does his duty as any other public officer, and is paid for it. And why not? Is not the extinguishing of fires work, and will men, as a general thing, do work better without than with pay? Then why make the putting out of fires an exception to the well-known principle that men work more zealously for pay than for nothing? Under the present system, every man is held to an individual responsibility that would ever be impossible with volunteers, and in all their operations there is a uniformity and discipline which, though so essential to efficient service, could not be enforced among men whose service was gratuitous. But the Volunteer Department is a thing of the past, and great is the change betwixt now and then.

How things have changed! Now the Department comprises all that was good and really desirable of the old system. The tap of the fire-bell now means not that there is to be a rush, and an exhibition of muscle and bad temper, but that a fire is to be extinguished, a public enemy to be subdued, and not only is the fireman paid for his service, but he is well watched, too, even if he were inclined to lag in his work. No longer does the garb he wears constitute the fireman. It is to his interest to promptly do the work he is paid for doing. If he is ambitious to reach the scene of his labor sooner than another, it is only an honest and praiseworthy rivalry by which the general good of the Department is conserved.

The engines now are large, but not clumsy, and they are drawn to the fire by swift horses, and not by men and boys. They are worked by the tireless steam-power, instead of finite human brawn, and each one is worth a score of the old-fashioned hand-engines. The fire-bell no longer arouses a multitude from their propriety; it is now the simple signal to a dozen firemen that there is prompt, hard, intelligent work to be done; and the sound has no more than reached the ear, before the horses are hitched to the tongue of the machine, and a bright fire is blazing in the furnace behind them. In a few moments they are galloping in the direction whence the signal invites them, and ere the echo of the deep-toned gong has wholly died away, the engine is at the fire, and a heavy stream is pouring upon the rising flame, with an assurance of protection and safety in every gurgle.

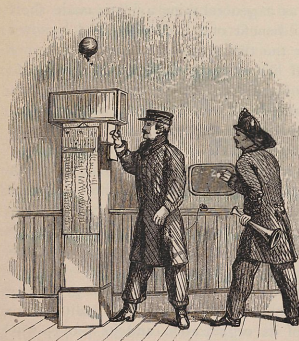
At a fire now, there is perhaps nearly as much noise as under the old *régime*, but it does not consist of the shouts, oaths, and yells of men and boys. It is only the puff! puff! puff! which indicates that man's mighty servant—Steam—is heaving his great lungs and straining his sinews of steel to perform the labor of a regiment of men. Though there is much noise, there is not a tithe of the confusion that prevailed of old. The members are drilled and officered, and know who to obey, and as a general thing a fire is made short work of. Who can doubt the benefit of the change? and however gratefully we may remember the thousands of men who in former days fought fire and rescued life and property, it is impossible to close our eyes to the fact of the corrupting influences that were inseparable from such associations. Though numbers were impelled to such service from the noblest of motives, there were many, too many, who went into it for the fun of the thing, or even less worthy motives. The Old Department was romantic and chivalrous; but, on the whole, it was somewhat evil in its tendency, and had long ere its disuse been impracticable in execution. The new system has been found to work to a charm, but I cannot help contemplating with satisfaction the life of the fireman as I knew him in the Old Department—I mean the earnest and honest ones.

Few reforms in the administration of affairs in this great city have been attended with such success as the Metropolitan Fire Department. The history of its organization and its progress to its present efficient state is a record of industry, zeal, and enterprise on the part of the Commissioners such as is seldom met with in the history of public bodies.

The volunteer system has passed away with the age that witnessed all the great revolutions, whereby machinery has been substituted for manual labor. The old system sprang from the necessities of the time, and was a grand manifestation of the public spirit animating the gallant fellows who composed its members. It was not destined long to compete with the system of machinery, and it is a thing of the past. Its drawbacks were the license which it encouraged and the rowdyism which it was unwittingly the cause of. The system was of itself manly and noble; but it was attended by a freedom which created disorder, tumult, and riot. It was, therefore, rendered inefficient by so much as this attendant disorder was

greater in degree. The practice of receiving service without remuneration was one which the generous public was averse to, very naturally. For these and many other reasons the desire for a change grew day by day, and it was not long before the change itself was demanded. New York city is always quick to take advantage of any improvement. The benefits resulting from the establishment of

the paid system have been practically demonstrated. It appears to have won the favor of all unprejudiced men, and become, in its main features, a fixed fact with the public—just as the Croton water, the great park, and the public institutions. According to the observation of one speaking on the subject, the general use of steam fire-engines—the introduction of horse-power for celerity of movement, and the arrangement of a heating apparatus peculiar to the Department,



Taking the Alarm.

which keeps water in the boilers at a degree of heat which generates steam in three minutes from the time an alarm is given and a match applied to the furnace—enables the companies to pour streams upon a fire so quickly that every advantage required in this respect is attained.

It is very evident that the Metropolitan Fire Department, on being appointed to the duty of inaugurating an entirely new system for the city, had a task before it, at which even a Hercules might have hesitated. The present Department was organized on the 2d day of May, 1865, pursuant to a law passed in March of the same year. The law was first declared unconstitutional in the lower courts, but their decision was reversed in the final tribunal of the Court of



Appeals, and the new Commissioners entered into and took possession of the old Fire property in this city. During the first years of the new system it was up-hill work. A body of men fixed or prejudiced in their ideas had to be molded to the new way of things. The old apparatus had to be slowly dispensed with, and the new apparatus introduced. Companies had to be organized on new principles. New engine-houses had to be built out of the old ones to accommodate the new kind of machinery and the new motive power — the horses. It was a vast and wonderful change to inaugurate. The great opposition (and the greatest obstacle, therefore,) was furnished by large numbers of the community who sympathized with the old plan and could not be convinced of the advantages of the new.

Those things have been surmounted, and are away in the wake of the progress made by the Department. New York has a Fire Department at the present time better prepared for the performance of duty than it has been for many years. The malcontents are a few old fogies and the few disappointed ones who had private and selfish ends to gratify by the continuance of the old volunteer system, and who are now out of office and power in the new. The Legislature some years ago instituted an investigation of a most searching character into the management and affairs of the Commissioners and the Department, and failed to find anything that was the least occasion of censure, save that the Board in its economical ideas did not pay their employés enough wages out of the public money. Every feature of the system was examined, and no fault could be detected in its management, as conducted by the then Board of Commissioners. It is a significant fact that the committee, on their return to Albany, neither made a report nor adverted to the fact of the investigation at all.

The Fire Department, to a great extent, was a vast political machine run in the interest of the city "rings." It has "changed all that." It is a model which other cities are patterning after. Its machinery and apparatus are new, strong, and powerful in operation, and it has reached the period when it can successfully cope with the fires that nightly burst forth in the city. It has been said that the losses annually by fire now are greater than they used to be under the old system. But it should be remembered that the quantity of materials, goods, and property generally liable to damage at the

present time in the city is a hundred-fold greater than in years gone by, and also that the value of property has greatly increased. Thus, cotton, which was formerly worth as low as six cents, is worth in some instances five and six times as much. Hence the sum on paper seems larger, while the amount relatively and absolutely of property destroyed annually is greatly less than under the old system. It is a curious fact, despite the outcry formerly made against the Department in certain quarters, that the merchants, the insurance companies, and the property owners everywhere favored and befriended the projectors of the new system in all they did to forward its plans and objects. As a person commenting on the new system has said:

"The quietness and noiseless movements which have marked the Metropolitan firemen on their route to and from scenes of duty, have exhibited the good order so desirable and necessary to the peace of a great city to an extent in this respect that New York has never before enjoyed. Reaching the conflagration in this manner, the prompt assistance of the city police places a cordon around the scene of action that shuts out the thief, who is ever ready to spring at the tap of the bell, and but for this new feature of police at fires, would enjoy a harvest at his profession undiscovered. The large amount of money saved to the fire insurance interest by this one precautionary measure tells in a manner which all do not appreciate.

"The Fire Department in this the greatest commercial city of the continent, where immense interests of capital, trade, and a vast population are centered within a small area, is one of the gravest importance. The paid system, now in successful operation, was begun in the spring of 1865."

The Citizens' Association was one of the earliest advocates of the paid system. The bill creating it was drawn by its counsel, and a brief statement of facts now will show the wisdom of the measure and its intimate connection with the vast interests of real estate, merchandise, and the moral well-being of the city.

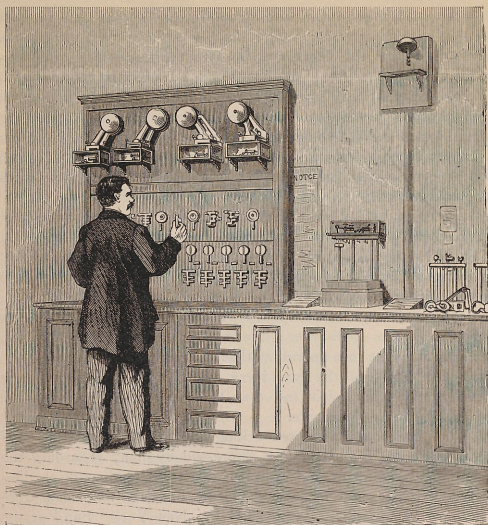
It has relation, in the first place, to the large sums invested here in insurance capital. In 1860, the amount of home and foreign capital in use in this State, and nine-tenths of it was used in the city of New York, was thirty-two millions. The income of this capital over losses and expenses was about six millions. In 1870 there were fifty-one millions of capital, and twelve and a half millions of

income over losses and expenses. The increasing capital since that period shows the growing demand for insurance. While capital was augmenting, and the number of fires numerically larger, the losses under the paid system have diminished, and the ratio of income to amount of capital has largely in fire insurance increased. In natural growth of insurance—increase of new companies and augmenting capital in old ones—the competition reduced the premium. But the efficiency of the paid Fire Department over the old, the rapidity and unerring certainty of its action, has done far more to reduce rates than competition.

The effort of the Citizens' Association to change the old system was backed by all the underwriters and the general public sentiment of the city. Saving property in fire, and the reduction of the aggregate loss in each, was not more important than breaking up the practice of large bodies of lawless youths running to fires with the volunteers. The greater the fire, the more intense and often flagrant were the scenes of disorder. So strong was this habit when the new system went into operation, that reckless persons often cut the hose and displaced the machinery. But the new system grew steadily into favor, and in less than two years began to lessen the losses and rates of insurance.

When I first contemplated writing this book, some years ago, I was accustomed to hear doubts expressed by many regarding the thorough management and complete discipline of the present Department, and it used to be said that the boasts of its officials were nothing but buncombe. I remember the New York "Sun" at the time published a comprehensive and interesting story descriptive of the entire workings of the Department, the facts of which I personally know to be correct. The article, though a few years old, tells the story of the workings of the Department in its entirety, and is as follows :

Two days in an engine-house isn't very long, but when the visitor happens to be a reporter, with orders to accompany the engine to fires, and he has to fly down-stairs every time the alarm sounds, the two days stretch out to something like two months. With a note of introduction from Eli Bates, Chief of the Fire Department, to Foreman Crum, of Engine Company No. 4, the writer entered the engine-house in Liberty Street, opposite the Post Office, a few days ago. Outside, the house is very much like any other house ; but inside it is like nothing else under the sun. In front of the two big doors stands the engine, as bright a machine and as handsome and symmetrical as ever



A Perfect Telegraph System.

was made. To the right, in the rear, is the tender, with fifteen lengths, or 750 feet, of rubber hose. In the other corner are three horses. A long line of hose stretches up through a hose-tower, the other ends being fastened just under the roof. At the house patrolman's desk, to the right of the big doors, is a dial telegraph instrument, connecting the house with the Firemen's Headquarters in Mercer Street.

"We get the alarm through that gong," said the foreman, pointing to a piece of shining brass, fifteen inches in diameter, just behind the small entrance door. "Suppose a fire is discovered at Broadway and Maiden Lane. The alarm-box at the corner is sounded. That telegraphs to headquarters. The operator who is always on duty there has before him a little bureau, with several hundred tiny drawers. The alarm says 35, and from one of the drawers he takes a brass wheel, with three notches on one side, and five on the other. This he fits into its socket, and opens the circuit. The



notches must strike 35, and there's no chance for mistake. The second that he opens the circuit, the strokes begin to fall on our gong.

"With the first stroke, that little weight is dropped by electricity. The weight straightens out a light chain which holds the pendulum of the little clock there, and of course the clock stops. That's so that when we come back from a fire we can tell the exact minute when we got the alarm, and give the time in our report. The same stroke on the gong drops a big twenty-five pound weight down in the cellar; that weight gives a jerk to a long wire, and pulls open the springs that fasten the horses' bridles in the stalls; the same force strikes a gong over the horses' heads. The instant the horses hear the first stroke of the gong, they step out of their stalls, run to their places, and wait for the two 'snaps' to be fastened that complete the hitching up.

"How quick can we get the engine ready to go out? In about—well, you'd better wait till we get an alarm, and then you can see for yourself. But if you're going to ride on the engine with us, don't waste any time in getting 'round, or you may not catch us.

"Get up steam so quick?" continued the foreman. "Well, I'll show you. Of course the boiler has a great deal to do with it. There are 280 flues in the boiler, and that gives us a great deal of heating surface. But we always keep up five pounds of steam. Come down in the cellar and I'll show you how we do it."

In the cellar is a small stove, seemingly just large enough to heat an office. "There is a coil of pipes around the inside of the heater," the foreman explained. "The fire is snug up against the pipes. Those pipes that run through the floor connect the boiler with the coil in the stove; the heat keeps the water in circulation, and we always have hot water in the boiler. When we go out to a fire the engineer steps on a little spring just behind the engine, and that closes the pipes till we get back. The engineer—"

Ding-ding. There is a rush on the floor above. The horses are loose, and their ironed feet make the floor shake. What has become of the foreman? He was pointing to the stove a second ago. Maybe he has gone upstairs. We'll go up and see.

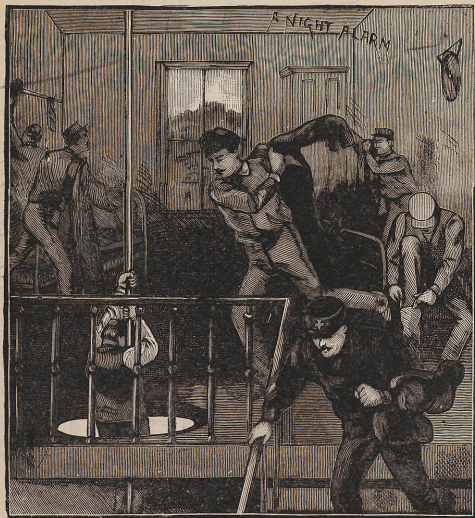
The gong keeps striking, and the reporter goes up into the engine-room. The foreman who was coolly explaining about the stove is arrayed in his official cap and coat. He stands by the side of the engine. The horses are attached. The driver sits in front grasping the reins. The engineer behind holds a torch, ready to start the fire. By his side is the assistant engineer. Six firemen and a driver are seated on the tender. At the big doors stands another fireman, his hand on the spring that opens the lock. The gong has struck 2, then 6; it strikes once more; the driver steps down, the horses are unhitched and trot back to their stalls, and the firemen go back to their work.

"We can't tell," said the foreman, "when the gong begins to strike, whether it is going to sound for one of our stations or not. You see, it struck 26i. When it struck 2, that was one of our stations, and if it had stopped there we'd have gone out. Then it struck 6, making 26, which is another of our stations; but when the 1 sounded, that showed us that the fire is at Bleeker and Macdougall streets, out of our district."

"Do you get the alarm and man the engine every time there is a fire anywhere in the city?"

"Yes; if we waited till the gong stopped, to see whether we had to go out or not, we would lose some seconds, and every second counts. No matter what we are doing, night or day, when the gong strikes the engine is manned. Come upstairs and see how we live."

The stairway leads to the officers' room, in the second story. A handsome carpet covers the floor. In front, by the windows, are two desks, one for the foreman, the other for Chief Rowe, of the First Battalion, who makes this his headquarters. (At present Chief Rowe is located at 193 Fulton Street.) One side is partitioned off, making



Using the Sliding-pole.

three sleeping-rooms, with beds for the officers. The back room, forty feet long, perhaps, by thirty wide, is the men's sleeping-room. On one side is a row of four little iron bedsteads; on the other side there are six. The bedding is as clean and white as bedding can be, and there isn't a speck on the bright oil-cloth that covers the floor.

"These are our bachelor quarters," said the foreman. "Every morning a woman comes in and cleans up for us, and makes the beds. Of course you'll stay with us for a couple of days, and you'll have a chance to try one of the beds. In the third story we have a sitting-room; come up. There's a table where the boys play dominoes

and checkers. In those closets they keep their clothes. In this back room, here, we keep the horses' feed, and slide it down to them through this chute. Come down and see the chief; he can tell you all about the workings of the Department."

Chief Rowe, in the officers' room, is looking over his papers. He says that he is always glad to give information, and he soon proves that he has plenty to give.

"I am looking over the morning reports," he says. "Every morning the foreman of each company in my battalion sends in a report, showing how many men are present for duty; how many are absent, with or without leave; how many have been appointed or transferred, and any other information he has. I take all the reports and consolidate them into one—my battalion report—and send the latter to the Chief of the Department. He consolidates all the battalion reports into one, which goes to the Commissioners, so that before 12 o'clock every morning the Commissioners know exactly the state of the Department. After each fire I send a report to the Chief, telling where and when the fire was; how I got the alarm; what was the cause of the fire; what officers were there; what engine was the first to get water on; and how long the fire lasted.

"The foremen also send in reports after each fire, showing how many minutes were occupied in reaching the fire; what hydrant was used, and in what condition it was; where the pipe was first taken; how many officers and men left quarters with the apparatus, and how many were on duty at the fire. If an alarm comes from station No. 26, for example, Engine No. 4 should reach the fire first. If it comes in second or third, inquiries are made at once why the company was not on time."

The big gong strikes again—for it seems to an outsider that it always strikes when it is least expected—and everybody goes for the engine-room with a rush. It strikes for another up-town station, and the men resume their work.

At nine o'clock in the evening Commissioner Perley, the President of the Board, President Norwood of the Lorillard Life Insurance Company, and several other gentlemen visited the engine-house. Commissioner Perley strikes the gong, to see how fast the boys can man the engine. Three or four of the firemen are up in the third story playing dominoes; four are in bed; one is in the cellar fixing the fire. The foreman and the reporter are playing checkers in the officers' room. Nobody knows the Commissioner is coming. The gong strikes three. The watchman says "Hi, hi!" to the horses. When the engine is manned, and the driver shouts "Ready!" President Norwood asks how long they were.

"Fourteen seconds," says the Commissioner.

Two hours spent in looking over orders and reports, and the foreman announces that it is about bed-time.

"You had better hang your coat and hat on the engine," he says to the reporter. "If we go out in the night, you jump on here," pointing to the ash-pan on which the engineer stands. "Take hold of that rod, and be sure you hold on tight. More than one man has been killed on that board."

With this cheering information, the reporter follows the foreman into the men's sleeping-room.

"When the gong sounds you must jump quick. Make up your mind before you go to sleep that the first and only thing for you to do when you hear the bell is to reach the engine. You'll have to sleep in your pantaloons and shoes. You could never get

those shoes on in time. We'd be 'round the corner before you got down-stairs. Do you see how the boys manage to dress so quick?" By the side of each little cot stood a pair of large rubber boots. The tops of the legs stuck through and showed above a pair of pantaloons that were turned partly inside out.

"You see the boots are all big, and the pants are slipped over them. When the gong rings, the boys step out of bed right into their boots. The pants are all ready to pull up, and they fasten them while they are running down-stairs. That's the secret of quick dressing. They all sleep in their flannel shirts and drawers, and they can wear stockings or not, as they choose. Their coats and hats are hanging on the tender and engine, and they put them on when they get outside."

The little spare bed that was assigned the reporter was just like all its companions. It was neat and clean and comfortable. The sheets were too snowy to be soiled by a pair of shoes, but an overcoat spread out soon remedied that. Now we are all ready

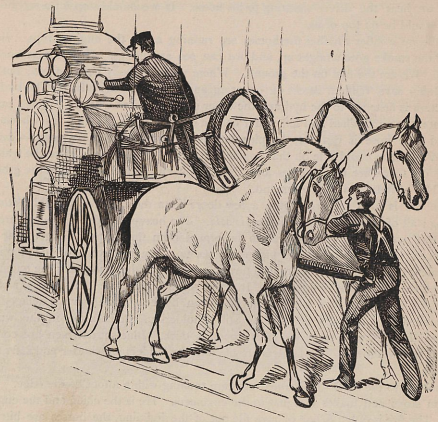


First Tap of the Gong.



for sleep. Some of the boys are snoring. Sleep! when you're expecting every second to hear the gong! when you know you have just fourteen seconds to get awake and get down-stairs in! Sleep may come after a while, but not as long as you jump every time you hear a noise, and spring out of bed if a door slams.

These are the men in the little beds who risk their own lives, often and often, to save others. These are the boys who brave wind and rain and ice, and climb slippery ladders, and work on trembling roofs; who, sleeping soundly now, may in a few



Hitching Up.

seconds enter a burning house from which they can never come out. These eight beds hold eight brawny heroes, men whose muscles are trained to work hard; whose brains are trained to act quick—eight men with whom a king might be proud to sleep.

A day's work at running down-stairs and jumping on an engine will bring sleep at last. Just a little doze; a start; then sound sleep. The gong strikes; there is a rush. Although you sleep in pantaloons and shoes, you are the last to reach the stairs. The gong has struck one; then a pause; one—two—three—before four strikes we are ready—four—five. Then it stops. The doors fly open, the engineer puts the torch to the shavings in the furnace, the engine goes out of the house with a jump; the driver lays on the whip.

"Hold tight," the engineer finds time to whisper in the reporter's ear, and not any too soon, for William Street is reached, and as we turn the corner, everything sags to one side, and for a moment we are on our feet, or swinging into the air, or on our knees, just as it happens. Down William Street, the horses on a dead run. There is not a breath of wind, and the black smoke from the smoke-stack covers us up; we can see nothing; nobody can see us. The engineer pulls at the bell-wire, and the big bell can just be heard above the din. The only thing we can see is a sheet of flame from the smoke-stack. The tender is straight behind us—not ten feet away. We can't see it, but we hear the driver shouting to his horse. If we should stop for a second the tender would be on top of us.

While we wonder whether the horses are running away, the engine stops. In an instant the smoke goes straight up, and we can see around us. Here comes another engine. We are the first on the ground. Where we are nobody could guess; but the street lamp says William Street on one side and Beaver on the other. The hydrant connection is fastened to the hydrant, the other end connected with the engine's pump. The horses are unhitched and left under charge of the driver; the engine's wheels are blocked; the hose is run out, the pipemen in advance, and we are ready,—*we*, for only an iron man could ride on that engine and not be a fireman. Before the water is turned on there are five engines and three hook and ladder trucks on the ground. The Chief of Battalion is in command.

The fire is in a tall warehouse a few doors from the corner. The third story is burning; all of the rest of the building is safe. The heavy iron doors are cut through with steel axes, and a line of firemen is formed from the sill to the edge of the fire. The hose is in readiness, and the pipeman goes up. On the nozzle of the pipe is an attachment by which the water can be turned on or off, without stopping the engine.

Then the men begin to fight fire. In a few seconds there are four streams, and the fire begins to recede, inch by inch at first, soon by feet. One room is deluged, the blackened floor and walls and ceiling still smoldering. A partition in the way is chopped through, and soon the next room is dark. Blue-shirted men are coming through the windows. The ladders are up, and the ladders are shorter and safer than the stairs.

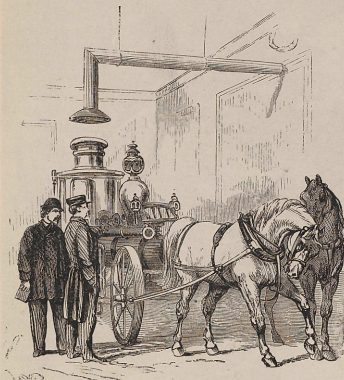
Look up to the roof. Uniformed men are running within a foot of the edge. One of them stops and makes a signal to the engineers. He is the chief, and the engines stop. The fire is out. A line of men file out of the building, the horses are hitched, and four engines and two hook and ladder trucks go slowly home. One engine, with one hook and ladder company, stays a few minutes longer, to guard the premises. Minutes ago, lines of police were formed, and none but firemen and reporters can gain an entrance to the building, or to the street in front.

As the horses walk slowly back to the engine-house, the engineer leans against the pipe, and says that in a minute longer that would have been a bad fire. "You see the value of a few seconds saved at the start," he adds. "A second sometimes is worth hundreds of dollars to us; and sometimes a minute will save thousands of dollars. I had seventy-five pounds of steam on before we'd gone three blocks. I fill my furnace with shavings and dry Virginia pine. Cannel coal costs \$15 a ton, and we burn it only in the furnace while on duty at fires. It's full of gas and oil, and burns like tinder. The torch that I lit the fire with is a little stick with cotton soaked in kerosene

oil tied around the top. In the end a hole is bored, and three friction matches are stuck in it, with the sulphur ends sticking out a little ways. Just as we go out the door, I strike the end against the wheel, and have a blaze that no wind can blow out."

"Narrow escapes? Yes, we have a pretty close call sometimes," said a fireman who was riding back on the engine. "Several years ago — I belonged to No. 6 then — we were called down Bridge Street. It was dark as pitch out, and the snow blew in our eyes so we could hardly see. We were the first company on the ground, and we stopped at the hydrant, just in front of the fire. A big six-story warehouse was burning. The iron shutters of the upper stories were red hot, and the whole inside was on

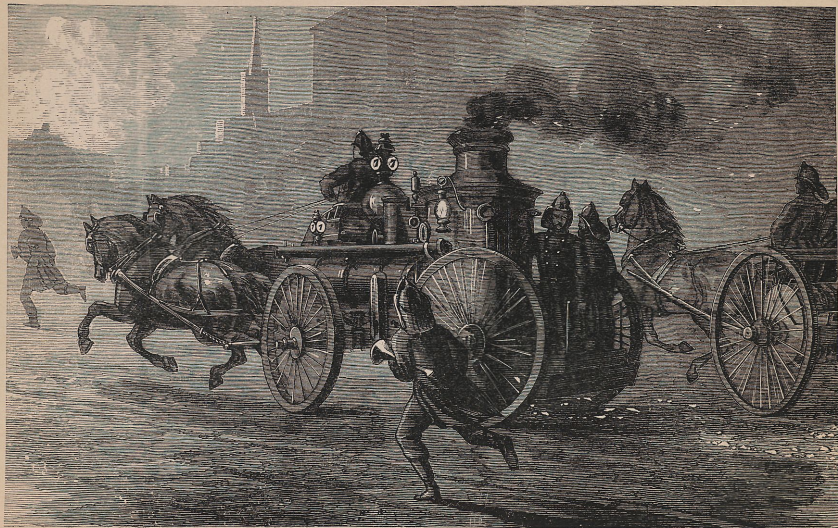
fire. It was my business to connect the engine with the hydrant, and I began to fasten the coupling. There was something the matter with the hydrant, and I couldn't screw on my pipe. The foreman came round, and saw the connection wasn't made. 'What's the matter?' says he. I told him there was some trouble with the hydrant. 'Give me the pipe,' he says. I handed it to him, and he tried it for a minute; but it was no go, and the order came to move on to the next hydrant. Just as we started, No. 4 came up and stopped at the same hydrant we had left. The boys got to work lively, but they couldn't make the connection either. While they were tussling with the



Ready for Action.

hydrant, the front wall of the building came down with a crash. All the boys heard the noise, and got out of the way, except the poor fellow who was stooping over the hydrant. He hadn't time to rise, and one of the hot shutters struck him with the sharp edge and cut him in two, just as slick as if 't been done with a knife. That was an accident that couldn't be guarded against, for no man could foresee that the wall was going to tumble without any warning."

When the engine-house was reached, the fire in the furnace was dumped, but not before a basketful of shavings and dry wood stood by the side of the engine ready for another alarm. The horses went back to their stalls, and while the firemen went to bed, the engineer and his assistant began to wash and clean their engine, as they always do after a fire, day or night.



Going to a Fire.



A brawny fireman in a neighboring bed, too tired to sleep, was inclined to talk. "Yes, the hats are heavy till you get used to 'em," he said, in answer to a question; "but you don't think much about that when you're at work. Did you see that old hat hanging on the tender? It's pretty near used up, and it don't look very nice to most people; but I wouldn't trade that old hat for the best one in the Department. Did you see the seam, where a big cut 'd been sewed up in the back? If it hadn't been for that old hat, I'd been a used-up fireman once—on half pay in the next world. I was down in the basement of a big Broadway building. Most all the boys were upstairs, and I was ordered down to see that there was no fire in the basement. The building was soaked with water, and the plastering was loose. There was a big plaster ornament in the middle of the ceiling, and I stooped down for something right under it. All of a sudden my hat came down over my face with a rush, and that was all I knew for a minute or so. It sort of stunned me. When I got all right again, the big plaster-cast was on the floor beside me, and that cut was in my hat; and a blow that would cut such a hole in that tough leather would go right away with a man's skull. No, the old hat don't make much show, but it's business all over. If a brick strikes anywhere on the hat it bounds right off; but if it wasn't for the heavy hat, where'd you be?"

It would be hard to tell the number of times that gong struck every night. Sometimes twenty-four hours pass without an alarm; at others the machinery has no rest. But for the remainder of the night the fires were all up-town, and the engine did not go out again. In the morning, at eight o'clock, the time is sent from headquarters by telegraph, so that every engine-house has the same time. Then the roll is called, and every man must show that his badges and keys are in good order. A patrolman is on duty in the engine-house night and day, six hours at a time; and from six in the evening until six the next morning a fire patrolman walks the streets.

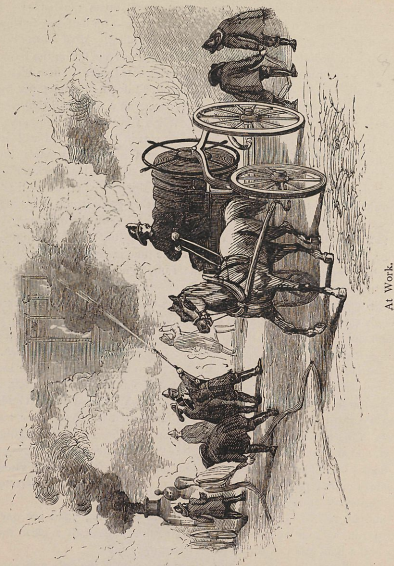
"Each engine company," the chief explained in the morning, "has a foreman, an assistant foreman, an engineer, an assistant engineer, and eight firemen. The first officer to arrive at a fire is in charge till a higher officer arrives. The Department is divided into certain battalions. The boundary of this, the first battalion, is all of the city below the line from Chambers Street to Broadway, to Fulton, to Gold, to Maiden Lane, to Pearl, to Wall, to the river. The up-town battalions cover more ground. There are in the city fifty-four engine companies, two fire-boats (belonging to the Department, and the use of three others can be obtained when their services are required), twenty hook and ladder companies, and four chemical engines. The safety valves are set at one hundred pounds on all the engines. Every year the Department increases in men, horses, apparatus, and wisdom.

"Come up to No. 32 in Burling Slip," said the chief, "and see one of the propellers, to run without any horses. She can run a mile with a clear track in three minutes and a half, and can turn a pretty sharp corner."

The propellers look very much like the other engines, the only noticeable difference being that the hind wheels are provided with blunt spurs on the tire, to prevent slipping, and a wrought-iron chain, running from the center shaft around an attachment to one of the hind wheels, gives the motion. When she arrives at a fire a pin is pulled out, allowing the shaft to revolve without moving the chain. She can be reversed in a second. Captain McGill could run her on a chalk line, or cut a circle with her as true as a compass.

By invitation of Chief Rowe, the reporter visited several other engine-houses.

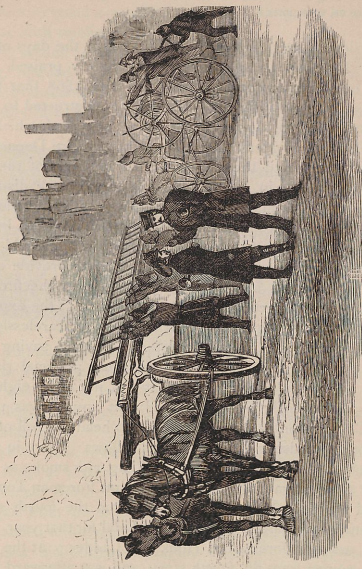
In Engine Company No. 10's house, in Stone Street, Captain Meagher and his men had his machine ready to go out of the door in fifteen seconds from the tap of the gong. Captain Murray, No. 29, in Fulton Street, near Church, and Captain Quackenbush,



with Hook and Ladder No. 10, in the same building, were ready in fourteen seconds. Engine No. 6, in Cedar Street, Captain Connor, was equally prompt, and the only trouble that Captain Crum, of Engine No. 4, had was to keep the boys from going out with the apparatus before the gong was done striking.

"There's the company's pet under the engine. Here, Tom!" said one of the firemen. Out bounded a striped gray cat, with four as white paws as ever were seen.

"That cat ought to be on the muster-roll. When the gong sounds, no matter where she is, she's the first one to reach the engine, and she'd go to fires with us if she didn't have standing orders to stay in the house. You see we all obey orders, even the cat. But that isn't all Tom can do. Did you ever see a cat that would walk through a



Preparing to Leave.

pool of water? Tom will do that, if we tell him to. He's death on obeying orders. He knows I'm talking about him. Do you see his ears turn?"

"On a cold night, when everything is slippery and the wind is blowing a little hurricane round you," said one of the men who stood by, "there's pleasanter places than to be on the roof of a burning building. In that big fire over on Dey Street, not long ago, there were two buildings on fire, side by side. There was a space of six feet

between the houses. One of the buildings was shaky, and the foreman told us that if she showed any signs of tumbling we should jump. We hadn't been up two minutes before there was a rumble inside, and I heard somebody shout 'Jump!' We both sprang over the space to the next house. Before we could gain our feet again the other building was down—clean gone. Another second and we'd been gone too. You see what good a second does us, sometimes."

The valorous acts of New York firemen in the days of the Old Volunteer Department may have been properly praised, but they were not officially recorded. It was not until 1868 that the Commissioners resolved: "That the Secretary be instructed to open and keep under his personal supervision a book of record, which shall be called 'The Roll of Merit of the Metropolitan Fire Department,' in which shall be entered the names of such members of the Department as may have, in the judgment of the Board, distinguished themselves in the discharge of their duties, with a full record of the act by which they have become entitled to the honor of being thus enrolled." Mr. James Gordon Bennett, as an additional incentive to acts of personal daring, established a fund to provide each year for a handsome gold medal, to be presented to the fireman who could show the best record for personal bravery at the expiration of the year. After this a history was kept, rather carelessly at first, but growing more and more complete. The mere saving of life or property, by which the fireman runs no great personal risk, is not regarded as worthy of record; and it was not until eight months after the above resolution was passed that any act was performed that the Commissioners thought suitable to head the roll of merit.

The recorded deeds in 1868 are as follows: A fire in a hotel at 478 and 480 Broadway so filled the building with smoke as to render escape by the stairway impossible. Assistant Foreman Tompkins, of Hook and Ladder 1, rescued a woman from the fourth story, and consequently was awarded the Bennett Medal for that year. Patrick Donohue, assistant foreman of Hook and Ladder 9, at the same fire rescued a woman from the fourth story, and was afterward promoted to be foreman. On the same occasion Christopher C. Flicke, of Engine 20, gained access through a front window to the second story, and there found a woman and a child, whom he safely removed. John Kavanagh, of Hook and Ladder 8, assisted Flicke; and James Heany, of Hook and Ladder 8, assisted a woman and a



man to escape, and was promoted to be assistant foreman. Michael Brennan, of Engine 20, at 80 Prince Street, went through the flames and rescued a man from his bed, where he was lying nearly suffocated and insensible. Richard D. Hall, of Engine 30, at a fire at 437 Canal Street, rescued a woman from the building, the halls of which were dense with smoke.

In the second year of the record, 1869, Matthew Hicks, of Engine 5, rescued two boys from a bedroom in a third story, at 615 East Fourteenth Street. The fire was in the cellar, and the building was filled with heavy smoke almost to the point of suffocation. Foreman William H. Nash, of Engine 28, rescued a woman from the second story of the same building, and was afterward made a chief of battalion. He was killed by the breaking of an aerial ladder that was being tested.



Robert Wintringham, tender-driver, Engine Company No. 1, on the 14th of August, 1865, at 7:37 o'clock P. M., after the tender had

stretched in and returned to engine, which was at hydrant in Front Street, near Pine, the horse became frightened and ran away. Wintringham was thrown from his seat, and the tender ran over and broke his legs. He was taken to the City Hospital, where he died ten days afterward.

George W. Bell, fireman Engine Company No. 8, on the 29th of October, 1865, at 9:30 A. M., at a fire in the coal yard foot of Forty-second Street, North River, while working to subdue the fire, inhaled gas from the burning coal and dropped almost senseless. He was carried to his residence, where he died November 19th.

Dominick Sicot, fireman Engine Company No. 4, on the 19th of November, 1865, at 12:30 A. M., while on duty with his company at a fire at 16 Water Street, fell from the roof, striking with terrible force in an area in the rear. He was taken to the City Hospital, where he died on the 14th of December.

Thomas Irwin, fireman Engine No. 4, on December 2d, 1865, at 2:10 A. M., at the fire at 15 State Street, was killed in front of the

building by the falling of the wall. The building was filled with cotton, which, expanding, burst it open. It is supposed that Irwin was struck by one of the iron shutters, as his body was cut in twain. The lower limbs were found about twenty feet from the head and trunk.

David B. Waters, foreman, and Peter H. Walsh, fireman, Engine Company No. 5, May 1, 1866, at the midnight fire at the Academy of Music, were burned to death on the stage. The pipe of Engine No. 5 was in on the stage from the Fourteenth Street side. After the men had been there a few minutes a puff of hot air and fire burst through the building and compelled them to retreat. The smoke, though, was so dense and the heat so stifling that this could be done only by following the line of hose. All got out except Waters and Walsh. Their remains were found on the 22d inst. burned to shapeless crisps.

Miles R. Sowarby, fireman Hook and Ladder Company No. 10, August 27, 1867, 10:19 P. M. Fire 108 Broad Street. While on duty with his company, in the dark, walked off the roof of the building, striking in an area in the rear. He was dead when the body was recovered.

Michael Snyder, foreman Engine Company No. 38, May 18, 1868, 11 o'clock P. M. Fire in Westchester County. Before the horses were entirely hitched to the engine, one of the hose-men threw open the front doors and the team started on a run. Snyder tried to stop them, but was knocked down and trampled upon. He was carried into the house unconscious. He died from the injuries thus sustained.

James Whalen, foreman Engine Company No. 6, October 16, 1869, 11:32 P. M. Fire 278 Pearl Street. While he was driving the engine team through Cedar Street, east of Broadway, the engine struck a piece of timber that was planted in the street for derrick purposes for the Equitable Building. Whalen was bounced from his seat. He fell under the engine and was dragged a considerable distance; when found he was dead.

Thomas Roberts, assistant foreman Engine Company No. 14, October 24, 1869, 7:37 P. M. Fire 247 and 249 West Twenty-eighth Street. While galloping to the fire, Roberts, who was sitting on the front seat of the tender, jumped off, intending to run ahead

of his apparatus. As his feet touched the ground he fell, and one of the tender wheels passed over his body, killing him instantly.

Matthias Henes, fireman Hook and Ladder Company No. 4, November 22d, 1869, 3:10 A. M. While going to the fire, and the horses running at full speed, he tried to mount the truck, but his head was caught between the side of the ladder and a letter-box on the south-west corner of Eighth Avenue and Forty-eighth Street, fracturing his skull. He died December 4, 1870.

In 1870, Foreman James H. Monroe, of Hook and Ladder 8, rescued two men, two women, and a child from a burning building at 88 Bayard Street; and Wm. F. Hayes, assistant foreman of Hook and Ladder 1, assisted.

Andrew Lynar, fireman of Engine 15, rescued a child at 564 Grand Street, and was slightly injured. Eli Bates, then Chief of Third Brigade, and late Chief of the Department, rescued a child at 73 Montgomery Street. Benjamin A. Gicquel, foreman of Engine 9, rescued two women and two children at 73 Montgomery Street, and was awarded the Bennett Medal. He was in 1872 promoted to be Chief of the Fifth Battalion.

Foreman Wm. F. Hayes, of Hook and Ladder 6; Foreman Justin A. Patten, of Engine 11; and John Grady, D. E. Hemsworth, Wm. F. Craft, and John McDermott, of Hook and Ladder 6, are given honorable mention for rescuing persons at the same fire.

Chief Gilbert J. Orr, of the Fifth Battalion, at a fire in 23 Seventh Avenue, when the stairway was burned and all escape by that means cut off, rescued a woman from the fourth story. He had been foreman of Engine 42 in the Old Fire Department, and afterward Chief of Battalion in charge of the repair shops in West Third Street.

Jacob Van Orden, foreman of Hook and Ladder 5, at 23 Seventh Avenue, when the stairway was burned away, rescued a woman from the fourth story. Thomas L. Jacobus, fireman of Hook and Ladder Company No. 5, at the same fire rescued a servant. Jacob Van Orden and John D. Sullivan, of Hook and Ladder 5, saved three women and two children in the rear of 426, 428, and 430 West Thirteenth Street.

The record for 1871 is as follows: Charles McNamee, of Engine 13, saved a woman at 75 Grand Street. Thomas J. Dougherty, of

Hook and Ladder 1, at 450 Pearl Street, succeeded in saving an aged and helpless woman.

Charles L. Kelly, assistant foreman of Engine 9, at Division and Forsyth streets, while the fire was burning fiercely in the first story, reached the second story by climbing up the shutters and awnings of the adjoining building, and lowered three persons from a window to the sidewalk, and assisted others to escape by the stairway. He was presented with a Bennett Medal.

Denton E. Hemsworth and William F. Craft, of Hook and Ladder 6, and William McKenzie and Thomas Farrell, of Hook and Ladder 1, at 37 East Broadway, the stairways and lower floors being on fire, carried a man, a woman, and a child down a ladder in safety to the street.

Ambrose L. Austin, of Engine 3, saved a woman who was overcome with heat and smoke at 33 Bowery, and was rewarded with a medal.

Peter Weir, foreman Engine 25, at 15 Forsyth Street, rescued a woman and a child from the sixth story of a rear building.

Robert A. McFarland, assistant foreman of Hook and Ladder 4, saved two children at 479 Tenth Avenue. He was assisted by John Brown, fireman of Hook and Ladder 4.

In 1872, Assistant Foreman Thomas Henry, of Hook and Ladder 6, entered the second story at 23 Suffolk Street, and saved four women and four children by passing them out of the windows to other members of the company, who were on ladders waiting to receive them. He got a Bennett Medal.

George McLaughlin, assistant foreman of Engine 31, carried an intoxicated negro woman from the third story of 161 Leonard Street.

In 1873, Thomas Hutchinson, of Hook and Ladder 1, at a fire at 63 Baxter Street, was told by a policeman that there were persons in the building. He made his way to the second story, the smoke being so dense that he had to go by the fire escape, and found a lad hanging from the platform of the third floor. He called to the boy to let go, and he would catch him. The boy obeyed. Hutchinson caught him, and carried him safely to the street. For this he was presented with the Bennett Medal of that year.

Foreman William Rowe, Assistant Foreman James Heany, James McGibney, and Thomas D. Reilly, all of Hook and Ladder Com-



pany 9, on December 27, 1872, by means of ladders, rescued from burning buildings at 158, 160, and 162 Mercer Street, six persons.

On December 30, 1872, Assistant Engineer William H. Nash, at 223 Division Street, rescued two little girls from suffocation when the building was so filled with smoke that to enter it seemed certain death. For this it was thought he was entitled to the Bennett Medal; but he waived his right to it in favor of a fireman. The Commissioners had a special bronze medal struck for him.

George W. Erb, foreman; Thomas Henry, assistant foreman; John J. O'Brien, and John F. L. Du Flon, of Hook and Ladder 6, saved five other persons. Joseph F. McGill, foreman of Hook and Ladder 10, carried Harriet Colgan from the third story down a ladder, all other means of communication being cut off.

On March 18, 1873, Foreman Theodore Dakin, of Engine 13, at 94 Greene Street, saved Henry Masschoff, a boy who had been forgotten by his parents, and, overcome by smoke and dense heat, had been unable to find his way out.

Francis Carey and Ambrose L. Austin, of Engine 3, at 117 and 119 Ninth Avenue, saved five women whom they found prostrated by smoke.

William W. Rhodes, assistant engineer, and John Sattler, foreman of Hook and Ladder 2, acted nobly at the fire at 334 East Twenty-sixth Street, in saving Patrick Dyer, his wife, and six children. The stairs were all in flames, but ladders were promptly raised. Rhodes entered the building and passed the persons out of the window to Foreman Sattler, who received them on the ladder, and carried them to the sidewalk. John McParlen, of Hook and Ladder Company 7, at the same fire, rescued a woman.

Chief William H. Nash took four persons out of 13 Forsyth Street, passing them down a ladder. A woman fainted with a child in her arms, and had not the members of a hook and ladder company gone to his assistance so promptly, he would have been compelled to let her drop. George Butler, Timothy McDonald, and W. D. Clendenning, of Hook and Ladder 9, distinguished themselves at the same fire.

Henry Schenck, assistant foreman of Engine 34, was told at 423 West Thirty-second Street that a child was in the second story.

He made his way through flame and smoke, found the child, and brought it out unharmed. He received the Bennett Medal.

Thomas Harrison, Albert Hendrickson, and John McClane, of Hook and Ladder 11, rescued three persons at a fire at 18 Clinton Street.

In 1874, Foreman William Mitchell, of Engine 10, and Thomas Batterberry, assistant engineer, saved a man at 87 Pearl Street. The iron doors and windows were red hot. One door, about eighteen inches wide, was partly open. Looking through the opening, Foreman Mitchell saw a man inside. He called Assistant Engineer Batterberry to aid him, but the heat and smoke was so intense that Batterberry was overcome and fell to the sidewalk. Mitchell managed to get hold of the man inside by the collar, and pulled him to the street, for which he was awarded the Bennett Medal.

The other deeds recorded in that year were by Edward O'Brien and Joseph Moss, of Engine 28, at 194 Avenue C; Foreman Justin A. Patten, Assistant Foreman James Horn, and Charles W. Smith, fireman of Engine 11, at 88 Lewis Street; Chief of Battalion William H. Nash, in his official report, saying: "It is difficult to discriminate who is best"; and Assistant Foreman James McCutchen and John H. Griffin, of Hook and Ladder 13, at 189 Eighth Avenue.

The conspicuous bravery in 1875 was shown by James Horn, assistant foreman of Engine 11.

Jacob Edler, Engine Company No. 16, March 18, 1871, 12:10 A. M. A false alarm was given, caused by a fire at Hunter's Point. While driving the engine team, he was struck by the point of the forty-two foot ladder belonging to Hook and Ladder Company No. 7, and thrown to the pavement, causing a compound fracture of the right leg. He died nine days afterward.

Edward Burke, fireman Engine Company No. 4, June 22, 1872, 7:10 A. M. Fire at 18 and 20 Liberty Street, was killed by an explosion of chemicals after the fire was under control. Twenty-one officers and privates were burned at the same explosion.

Jacob Stilger, fireman Engine Company No. 23, September 6, 1872, 12:19 A. M. Fire foot of Sixty-fifth Street, North River; was fatally burned with kerosene oil. Was carried to hospital, and there he died.

Wm. F. Craft, fireman Hook and Ladder Company No. 6, died January 27, 1873, from injuries received while performing his duty.

George A. Erlacher, assistant engineer, commanding Second Battalion, January 17, 1873, 7:03 P. M. Fire at 183 Water Street. Was thrown from the front seat of the tender of Engine No. 12, and, striking his head against the curbstone, was fatally injured. He died on the 9th of February.

James Plunkett, fireman Engine Company No. 23, September 24, 1873, 4:10 A. M. Fire at 1224 Second Avenue. While he was driving the engine team through Fifty-ninth Street, between Sixth and Seventh avenues, the engine struck a large stone and upset. Plunkett, who was not strapped to his seat, as he should have been, was thrown to the ground, striking on his head, and was then crushed under the engine. He was taken to St. Luke's Hospital, where he died on the 24th of October.

John O'Neil, fireman Hook and Ladder Company No. 4, August 16, 1874, 8:39 P. M. A false alarm. While running in front of the truck, he stumbled and fell, the front wheels passed over him, and he died ten minutes afterward.

John F. Algeo, Engine Company No. 4, June 18, 1875, 6:30 P. M. While getting on board the steamboat *Sylvan Glen*, at the foot of Eleventh Street, East River, fell overboard and was drowned.

William H. Nash, Chief of Fourth Battalion; Philip J. Maus, fireman of Hook and Ladder Company No. 6; and William Hughes, fireman Engine Company No. 9, September 14, 1875, 10:50 A. M. An exhibition of an aerial ladder was given in the square at the junction of East Broadway and Canal Street. When the ladder was raised, Chief Nash took the lead, and ran up rapidly to the top section, closely followed by Maus and Hughes. After Nash had reached the height of ninety-eight feet from the ground, the ladder broke at the third section, and the three men, falling to the pavement, were instantly killed. I refer to this fire and accident at greater length further on.

John H. Bush, assistant foreman; David Muldrew, Thos. J. Cortissos, and David Clute, firemen, all of Engine Company No. 30, February 8, 1876, 6:28 P. M. Fire, 442 to 452 Broadway. While they were working at the line of their engine, the south wall of 444

fell in, burying the three. Their comrades dug them out as soon as possible. Muldrew and Clute were dead when found. Bush was alive, but terribly mangled and suffering greatly. He was taken to his home, and there he died three days afterward. Fireman Cor-tissos recovered from his injuries, and is still doing duty.

Those who died recently and whose names are mentioned in the roll of merit are as follows: Thomas L. Jacobus, of Hook and Ladder No. 5, died November 12, 1880; Thomas J. Dougherty, of Hook and Ladder No. 1, killed at a fire on February 20, 1880; Assistant Foreman John F. L. Du Flon, of Engine 38, died July 16, 1880; William D. Clendenning, of Hook and Ladder No. 9, died March 21, 1880; Thomas J. Doran, of Engine No. 17, died May 1, 1880; Assistant Engineer Denton E. Hemsworth, of Engine 35, died April 28, 1881; George McLoughlin, of Hook and Ladder No. 19, died July 4, 1881; Thomas Hutchinson, of Hook and Ladder No. 13, died July 5, 1881; Assistant Foreman John P. Flood, of Hook and Ladder No. 7, died November 1, 1881; William H. Guy, of Hook and Ladder No. 6, died May 12, 1882; Michael Connors, of Engine No. 14, died October 31, 1882; Joshua A. Wallace, of Engine No. 12, was killed at a fire on June 25, 1884; Chief of Battalion Gilbert J. Orr died March 9, 1885.

In recognition of the services of the firemen in saving his house from the flames, James Gordon Bennett, of the New York "Herald," in 1869, sent a check for \$1500 to the Fire Commissioners, to be used in the purchase of a medal for the most meritorious member of the Department each year. A roll of merit is kept at Department headquarters, in which all noteworthy actions on the part of the men are recorded, and those who have especially distinguished themselves are selected as the recipients of the medal. The first to be presented with the medal was Fireman Minthorne D. Thompkins, who, at the risk of his own life, saved a woman from the second story of a burning building. The second medal was awarded to Benjamin A. Gicquel (now chief), who, while foreman of Engine No. 9, rescued two women and two children from a position of great peril.

The next five medals were presented in 1873 to the following persons:

Foreman Charles L. Kelley, for saving three persons by lowering them from a burning building on the north-east corner of Division



and Forsyth streets. The flames were burning fiercely on the first floor, but Kelley climbed up the shutters to the second story, and thence lowered the terrified and helpless people to the ground.

Ambrose L. Austin, foreman, who dashed into the flames and rescued a woman who had been overcome by the heat and was unable to move.

Thomas Henry, foreman, who, while assistant foreman of Hook and Ladder Company No. 6, rescued eight persons from the second story of a burning building in Suffolk Street.

Thomas Hutchinson, assistant foreman. While a fireman attached to Hook and Ladder Company No. 1, he was told there were people in a burning tenement-house in Baxter Street. On making his way up the outside to the second story, he found a boy clinging to the third-story platform of the fire-escape. He called to the boy to drop, and promised to catch him. The boy obeyed, and was caught by the cool-headed fireman in his swift descent through the air.

William H. Nash, chief of battalion, who rescued two children at 223 Division Street.

In 1874 two medals were awarded—one to Alfred Connor, fireman, for a brave attempt to save a lady who was run over and killed by Hook and Ladder Truck No. 10, at the corner of Cortlandt Street and Broadway; and one to Henry Schuck, assistant foreman, who forced his way through fire and smoke and rescued a child from a burning house in West Thirty-second Street.

In 1875, William Mitchell, foreman, was awarded the medal for rescuing a man overcome by the heat at a fire in Pearl Street.

In 1876, James Horn, assistant foreman, received the medal for saving several lives at a fire in Rivington Street. To effect this rescue he forced his way down from the roof through volumes of dense smoke.

In 1877, Henry Schuck, at great personal risk, fought his way through a furnace to save an infant, and succeeded. He was awarded the medal. There is not one among these instances of bravery that, if given in greater detail, would not read like romance, but the romance is reality of a very good sort.

Seventeen persons were rescued by the individual exertions of officers and men of the Department at fires in 1879, of which number the following were accomplished at personal risk:

April 10 — Fireman Michael Connors of Engine Company No. 14, climbed up the front of the burning building No. 190 Sixth Avenue, and finding Mrs. Marie Oxley and her three children, Marie, John, and Alice, upon the second floor in a partly suffocated condition, carried them to the front window and passed them out to his comrades in safety, the room being at the time heavily charged with smoke and heat.

September 25 — Assistant Foreman William J. Colby of Hook and Ladder Company No. 4, entered the third floor of No. 402 West Fortieth Street by means of a ladder, and found Mrs. Henrietta Schwab lying upon the floor, whom he carried to the window, whence she was safely conveyed to the street by members of the same company. Groping his way back on hands and knees through other rooms, to the center of the floor, he discovered Isador Schwab, whom he also succeeded in delivering to the members of his company at the front window. Both of the persons rescued were unconscious at the time.

November 14 — Private Patrick J. Lynch of Engine Company No. 11, on arriving at the fire, No. 80 Cannon Street, safely caught Mary Burbisher, aged ten years, in his arms, as she was dropped from the third story of the building by her mother, and subsequently made a very brave, though, unfortunately, ineffectual attempt to rescue the other inmates of the burning tenement by going through fire and dense smoke to the upper floors of the building, which resulted in serious injuries to his own person. For his gallant behavior he was at once promoted to the grade of fireman.

December 27 — Fireman Paul Bauer of Hook and Ladder Company No. 4, before the arrival of any of the companies of the Department at the fire in the building Nos. 405 and 407 West Fiftieth Street, rescued Mrs. Avilla Staniford from the third-story front window, by means of a ladder supported upon the shoulders of several citizens, it being too short to reach from the sidewalk to the window, a distance of twenty-four feet.

Foreman Daniel J. Meagher, commanding Hook and Ladder Company No. 3, was presented with the Bennett Medal for 1878. The act thus recognized and rewarded is briefly described as follows:

May 2, 1878 — In response to an alarm from Station 339, at 11:50 P. M., Hook and Ladder Company No. 3 proceeded to the premises No. 28 East Fourteenth Street, and found a woman (Miss

Sarah Freeman) hanging out of the fourth-story window, all other means of escape having been cut off by the fire in the building. The longest ladder was raised from the sidewalk with all possible celerity, and, being found too short, was shifted to the top of the stoop and held by hooks in a perpendicular and dangerous position against the front of the building. In this position it was ascended by Foreman Daniel J. Meagher, commanding the company named, followed by Fireman John P. Flood, who, notwithstanding that the ladder was found to be still three feet short, succeeded in rescuing the woman from her perilous position, and at great personal risk.

In the year 1880, Fireman John Levins, of Hook and Ladder Company No. 2, distinguished himself by a heroic rescue at a fire. His bravery was commented upon by the press of the city at the time, and the Fire Commissioners awarded him the Bennett Medal for that year.

The roll of merit shows that during the year 1882, seventeen persons were rescued at six different fires, of which seven, at three of the fires, involved personal risk on the part of the officers and men engaged in them, the particulars of the latter rescues being as follows:

On the arrival of Hook and Ladder Company No. 10 at the fire in the Potter Building on January 31, Fireman John L. Rooney of that company ascended a ladder on the Beekman Street side, which, being too short, was raised from the ground about five feet, thus enabling him to reach Miss Ida Small and carry her to the street. Alexander Roberts was at the same time rescued from the fourth story of the same front by means of a short ladder rested upon the sill of the window below and held firmly against the front of the building by Assistant Foreman Henry Murray and Private John J. Horan of the same company, who had ascended to the third story, on a ladder which was also too short to reach the fourth story, carrying the short ladder with them for the purpose. While held in this position, Mr. Roberts safely descended on the short ladder, and from thence to the street. Two men (names not ascertained), who were hanging from the sill of a fourth-story window, were caught as they dropped therefrom on a projecting sign-board, by Private James E. Nolan of the same company, who was at the top of another ladder, and rendered them assistance in reaching the street. Fireman John Schwab, of the same company, entered a third-story window of the

building and directed five men, whom he found inside, to the ladder, upon which they descended to the street. Fireman Rooney was awarded the Bennett Medal.

At 3:21 A. M., on May 28, an alarm was received for a fire which occurred in the four-story brick tenement, No. 519 East Fifteenth Street, during which Fireman Michael McAvoy, of Hook and Ladder Company No. 3, ascended the stairs through dense smoke and intense heat to clear the building of its occupants. This having been successfully accomplished as far up as the third floor, he was forced by the heat and smoke to get out upon the rear fire-escape, upon which he then ascended to the fourth floor, reëntered the building, and, being guided in his search by a moaning sound and by feeling his way, came upon the prostrate form of Mrs. Ann Haven, an invalid, aged 50, who had been rendered helpless and unconscious by the smoke. Conveying her to the rear windows, Fireman McAvoy, aided by other members of the company, succeeded in raising her to the roof of the building, and thence bringing her to the street, it being impossible at the time to descend by way of the rear fire-escape, owing to its peculiar construction and the smoke then pouring out of the rear windows below.

During a fire which occurred at No. 225 West Twenty-seventh Street, on June 27, Fireman Thomas McCarthy, of Engine Company No. 1, hearing that there was a child in the burning building, ascended the fire-escape, and entering a room, found an infant (William Price, colored, aged seven months) in a condition of suffocation and slightly burned about the head. In carrying the child out, Fireman McCarthy's hands were also slightly burned.

Fireman Michael Commerford was awarded the Bennett Medal for meritorious services during the year 1881. On July 20 it was presented to him, on behalf of the trustees, by the Hon. Charles A. Dana, on the Plaza (Union Square), in the presence of the surviving holders of the medal and a brigade of two battalions of five companies each, which was paraded for the occasion.

The rescues at fires and elsewhere by the uniformed force, involving personal risk, recorded on the roll of merit for 1883, are as follows:

Fireman John Banks, of Engine Company No. 7, and Chief of Battalion Francis Mahedy, at a fire originating in the building No



214 Duane Street, and extending thence to No. 173 West Street, known as the "Erie Building," at 12.34 A. M. on February 19, rescued the janitor, Arnold Keiff, and his wife and four children, from the fifth story, after their means of escape by way of the stairway had been cut off, and they were in apparent danger of suffocation.

Foreman Henry W. McAdams, of Hook and Ladder Company No. 7, at a fire occurring in the building No. 63 East Twelfth Street, on the evening of March 24, rescued Mrs. C. M. Maxwell from the open window of the third story, to which she had been driven by the heat and smoke, by carrying her down a ladder raised for the purpose.

Private, second grade, Thomas F. Freel, of Engine Company No. 43 (floating engine William F. Havemeyer, lying temporarily at the foot of East Eighteenth Street), rescued Henry J. Whitaker, a boy, who fell into the river, by jumping overboard after him, on April 4.

Private, second grade, John Binns, Private, second grade, E. C. Graham, and Private, third grade, Thomas F. Barrett, all of Hook and Ladder Company No. 3, and Private, second grade, Thomas J. Mooney, of Engine Company No. 5, distinguished themselves at the fire in the St. George apartment-house, Nos. 223 and 225 East Seventeenth Street, on April 7. Upon arriving at the scene of the fire, Louis Castaigan, the elevator boy, was discovered at one of the seventh-story windows calling for help, the fire having extended so rapidly as to make it impossible for him to come down the stairways. Being ordered by the company commander to scale the front of the building to rescue the imperiled boy, Binns at once proceeded to do so, followed by Graham and Barrett; and while they were ascending from story to story by means of the scaling-ladders, the long extension-ladder of the company was raised to its full height, reaching to the sill of the sixth-story windows. Private Binns having reached the fifth story by means of the scaling-ladder, stepped from thence to the extension-ladder, carrying his scaling-ladder with him, which he then hooked into the window of the seventh story, and ascending it, found the boy in an exhausted and excited condition; he reassured and quieted him, and passed him down safely to his comrades below. Binns then made as thorough a search as practicable of the upper part of the building, descended

to the fifth floor, where he was joined by Private Mulhare, of Hook and Ladder Company No. 3, and found Robert W. Lockwood cut off from means of escape, who was aided to the street by way of the extension-ladder. In recognition of the courage, agility, and good judgment so prominently displayed by Private Binns on this occasion, as well as of his other good qualities, he was successively promoted assistant foreman and foreman. In the meantime it was learned that other occupants who were seen at the upper windows on the side of the building were in danger, and Private Mooney succeeded in rescuing Mrs. J. L. Lockwood, an invalid son, Louis Lockwood, aged nine years, and Jennie Wilson, a servant, from their perilous situation.

Private, second grade, Samuel Banta, of Hook and Ladder Company No. 9, at great personal risk, and by the exercise of good judgment, succeeded in extricating Fireman David H. Soden, of Engine Company No. 11, who had the misfortune to be buried in the ruins of a fire at Nos. 20 and 22 Pell Street, on April 24. Banta volunteered to rescue Fireman Soden, with full knowledge of the dangers of the undertaking, and in his efforts to reach his comrade was compelled to crawl into the ruins, and literally cut his way through with a hand-saw, the débris being meanwhile held up by ropes. Private Banta accomplished his difficult and heroic task successfully after an hour and three-quarters of incessant and arduous work. "I consider Private Banta's action," says Chief Gicquel, "one of the most heroic of all the heroic acts on the roll of merit. The fallen ruins at the fire in Pell Street had formed a sort of arch, under which Fireman Soden was buried. 'Chief,' said Banta to me, 'if I saw one of those beams in half and remove the piece I can save Soden. If, in removing the piece, I should weaken the arch-like structure, everything will topple in, and I will be killed with Soden. I'll make the attempt, however, and trust to Providence.' The brave fellow succeeded."

Fireman Patrick Mead, of Hook and Ladder Company No. 8, rescued Mary McDonald, an infant three years old, from the second story of No. 374 Second Avenue, in which a fire occurred on May 17, the smoke in the room being so dense and the heat so intense at the time as to make it very dangerous to enter. The child was nearly suffocated.

Private, first grade, Charles Frost, of Engine Company No. 24, at the fire which occurred on July 13, at No. 233 Bleecker Street, seeing a woman (Mary E. Lane) at a third-story window calling for help, climbed up to the second story from the top of a booth, and from there by way of the window and blinds to the third floor, and remained with the woman until the ladder was raised, down which he brought her in safety to the street, the smoke having become so dense, meanwhile, that they could not be seen from the street.

Private, first grade, William Reilly, of Engine Company No. 24, rescued Mrs. Lizzie McGloin from the third story of the building No. 170 Varick Street, in which a fire occurred on August 4, under the following circumstances: Arriving at the fire with his company and seeing Mrs. McGloin hanging out of a third-story window, he climbed up a post to the top of the awning, and standing on the sash of a second-story window held on to the window-blinds; upon his direction the woman dropped into his arms and was taken in safety to the street.

Assistant Foreman William D. Frazer and Private, third grade, Joseph A. Cottrell, of Hook and Ladder Company No. 1, at a fire which occurred on September 29, in the building No. 42 Baxter Street, were ordered to search the building, after nine persons had been rescued therefrom by the company, and proceeding with great difficulty to the third story, found Jeremiah Griffin and an unknown man almost suffocated, whom they succeeded with considerable personal risk in getting out of the building.

Assistant Foreman William D. Frazer, of Hook and Ladder Company 1, rescued Mrs. Betsey Buttrick and her three children from the second story of the burning building No. 70 Baxter Street, on December 14, by climbing up a post to the roof of the awning, entering the second story therefrom, and groping his way, guided by faint cries, through dense smoke; he found the woman and two of her children in an exhausted condition, whom he carried one by one over the blazing awning to a ladder which had meantime been raised. Being then informed by the woman that the youngest child still remained in the building, he again entered it, and finding the child, also in an exhausted state, carried it to the street.

The records show that in all fifty persons were rescued by the uniformed force, twenty-two at personal risk at nine different fires, and one from drowning, also at personal risk.

Private William Lansar, of Engine Company No. 13, while on his return to quarters from supper on March 17, 1883, being informed of a fire in the building on the south-west corner of Prince and Greene streets, promptly ran to the point indicated, and learning on his arrival that there were females on the third floor, attempted to reach them by way of the stairway on Greene Street, but was driven back by the intensity of the heat. He then climbed up the Prince Street front, by means of the show-window cornice and other projections, to the third floor, from which he safely lowered three females to the top of a ladder, which had, meantime, been raised by a police officer, assisted by citizens, but which was too short to reach to the third floor. While it could not be said that the lives of the persons rescued were endangered by the fire, there was imminent danger, if aid was not speedily rendered, that they would jump or fall from the building.

Private William B. Kirchner, of Engine Company No. 17, responded with his company to an alarm from station 191, on March 29, 1883, which proved to be for a fire in the building No. 138 Eldridge Street. The commanding officer reports that people in the building were heard crying for help on the arrival of the company, and that while futile efforts were made by some of its members to reach the third (attic) floor with ladders brought by citizens, which proved too short, Private Kirchner went up through the adjoining building (No. 136) to the roof, and crossed to the roof of No. 138, where he found James McCabe, who had gotten out of the window, but was unable, by reason of fright and the smoke he had inhaled, to proceed farther. Private Kirchner conducted McCabe to the roof of No. 136, where the latter informed him that his (McCabe's) wife was also near the window, to which point he had assisted her, and that she was rendered helpless by rheumatism. Kirchner at once returned, lifted her out of the window, and carried her to the roof of No. 136, from which, being unable to pass through the scuttle, he was compelled to carry and jump with her across an alley three feet wide to the roof of No. 134.



Private Kirchner was awarded the Bennett Medal for 1883; and the Stephenson Medal, of which I will have more to say further on, was awarded to Foreman Arnot Spence, of Engine Company No. 27, who was adjudged most deserving among the company commanders during that year in the attainment of the highest standard of discipline and efficiency in his command.

The efficiency of any fire department depends wholly upon the good character of the members of the force, and none but men of undaunted courage and conscientious regard for the faithful performance of duty should be selected for so important a trust. The Department in this city is composed of just such men. They are the sentinels who, by night and day, guard alike the lives and property of the rich and poor against the insidious approach of the fire fiend. They are often called upon in the discharge of their duty to face death in its most terrible forms. Their acts of heroism and deeds of daring are not surpassed by the most intrepid valor displayed on the field of battle. The fireman who scales a burning building and loses his own life in his efforts to rescue a helpless victim imprisoned between walls of flame, is as much deserving of a monument as the greatest hero of the tented field.

Instances of this kind are frequently mentioned in the columns of the press, and yet how little do we appreciate these noble deeds. The gods we are prone to worship are those who become conspicuous as the central figures of some great civic or military movement. In every conflict in the world's history the wreath of laurel is always placed upon the brow of the triumphant leader, and in many cases he attracts to himself the credit and glory which rightfully belong to others. We delight to honor the commanding general, while the subordinate officers and private soldiers, who sacrificed or imperiled their lives to accomplish the victory, are unknown to fame. In our efforts to crown the prominent hero, we forget the shining examples of unselfish courage on the part of those who occupy more humble positions. So with the fireman, whether chief or subordinate, his only memorial is a short paragraph in a newspaper announcing his tragic death. It is true the Department, of which he was a worthy member, remembers him.

But the time will come when he who risks his life to save the life of the nation, or of an individual, whether he be a private soldier, a

fireman, a policeman, or a common laborer, will inherit an immortality of fame.

For thorough discipline and efficiency in preventing conflagrations, the Fire Department of this city—working under an admirable system adopted for its government—is, without exception, the best in the United States, and probably in the world. A few words concerning that system will not be out of place here.



Hon. Cornelius Van Cott, Ex-President Board of  
Fire Commissioners of New York City.

There are lookouts, provided with field-glasses, in all the bell-towers. One is located at No. 253 Spring Street, in the rear of Engine Company No. 30; another at Mount Morris Square; another at Fulton Avenue, between One Hundred and Sixty-seventh

and One Hundred and Sixty-eighth streets, in rear of Engine Company No. 42; and another at Jefferson Market Court, Tenth Street and Sixth Avenue. New buildings are continually being erected and old ones repaired, as needs require. Besides, there are in the Department two floating or marine engines, Nos. 43 and 51; two water-towers; one wrecking truck, and 134 chemical fire extinguishers.

A corps of "sappers and miners" has been organized to undermine and blow up buildings when it is necessary to prevent the spread of a fire. The corps is composed of the assistant foremen of every company, and is instructed in the use of explosives, one afternoon every fortnight, by the Assistant Chief Engineer. The principal agent they use is dynamite, seventy-five per cent. nitro-glycerine and twenty-five per cent. fuller's earth.

The Department has fourteen fuel depots to supply wood and coal for the engines. Every engine carries coal enough to last for an hour. If more is needed, one of the fuel wagons is sent out.

There is a repair yard, in which all broken or injured machinery is put in order. There is also a horse hospital, in which sick horses are carefully treated.

The telegraph had been for several years in use in this service, but the new telegraph alarm perfected the system and gave it extraordinary power.

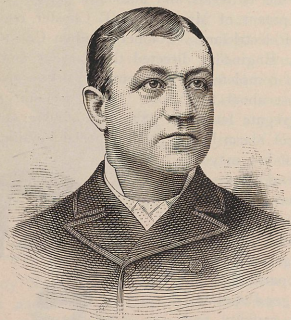
The system of the telegraphy in use is the patent of John N. Gamewell, but the machinery to carry out a more perfect system for this city—the batteries and automatic street boxes—are the invention and patent of Mr. Charles T. Chester, one of the most accomplished of electricians. Colonel Stephen Chester, one of the Potomac Army Engineers, directed the surveys and the erection of the lines to complete it. The entire work—posts, wires, and machinery—cost about \$600,000. There are sixty-nine circuits, having an aggregate length of 887 miles of wire, strung on 6285 poles; 633 street alarm boxes, and 25 special building boxes, from which alarms of fire may be sent to the central office. Besides, there are 117 special building boxes upon independent circuits, placed in private buildings. The telegraph alarm apparatus, under the hand of a good operator, works with a rapidity and certainty before unknown in electrical apparatus. It consists, in brief, of three parts:

1. A receiving apparatus, which has the capacity to receive and note fifty-six alarms of fire, from all parts of the city, at one and the same time. With this apparatus the modern hotel annunciator is so connected that it instantly drops a figure, showing the line of wire over which the alarm is coming, and at the same instant marks upon a coil of paper the number of the station. Each of the different wires, which together cover



Henry D. Purroy, President Board of Fire  
Commissioners of New York City.

the whole city, includes a given number of stations, and it required great skill to arrange them so as not to interfere one with another, since a part or all might be in use at the same time. Fifty-six pens, moved by fifty-six relay magnets, are arranged under this coil of paper. Each pen and magnet is connected with some one of these fifty-six wires. The street boxes are so arranged that when an alarm is to be sent to the central office, the current of electricity, which always flows through the line, may be broken, so as to cause



Richard Croker, Treasurer Board of Fire Commissioners of  
New York City.

the discharge of any one of these little magnets. This works four results in the receiving apparatus at the office, namely: strikes a loud gong or bell, throws into view the number of the wire on which the alarm comes, starts the register wheel, and marks the number of the box where the alarm is made.

2. A transmitting apparatus, equally beautiful, instantaneous, and perfect in its work.

3. An apparatus for testing the condition of all these wires; for discovering at once in the office any break or injury within a few yards of its actual locality; or for testing the connection of any of these lines with exterior lines going out of the city.



At all times, night and day, two operators are on duty at the central office. When an alarm is given, the precise engines and trucks which should answer know it. If the fire spreads, and a second alarm is given, those who should respond know it; and so of a third, which brings into action all the force that can possibly be required.

If we add to this instant movement and rapidity of execution the most perfect fire apparatus which modern science and skill can devise, the unflagging power of steam, an enlarged and skillful method of instructing the officers and men in classes, the effective power of this small force stands in bold relief over that of the volunteers when they numbered even 3800 men.

The causes which elevate and give a higher moral character to the new force are equally effective. The Lyceum, in the hall of the central office, now contains a valuable library of over six thousand volumes, the gift of underwriters and private citizens, comprised largely of choice biography, travels, history, and practical science, from which all the members of the force can draw and use. It was selected with great care and labor by a former secretary of the Board, Mr. Charles E. Gildersleve, who worked with constant fidelity for the good of the service.

At the time of the change of system (in June, 1865), the Volunteer Department consisted of 19 engineers, 1869 members of engine companies, 1075 members of hose companies, and 558 members of hook and ladder companies—a total of 3521 firemen divided into 52 engine companies, 54 hose companies, and 17 hook and ladder companies—a total of 123 companies. The Department, according to the report of the Commissioners for 1884, consists of one chief, two assistant chiefs, thirteen chiefs of battalions, and 892 members (there are now 936)—divided into 59 engine companies, 25 truck or hook and ladder companies—25 four-wheeled tenders, 35 two-wheeled tenders, and 302 horses. There are twelve battalions, each consisting of from five to nine companies, and commanded by a chief of battalion; the whole uniformed force being under the command of the Chief of the Department, with an Assistant Chief of Department in command of the 1st, 2d, 3d, 4th, 5th, and 6th battalions, and a second Assistant Chief of Department in command of the 7th, 8th, 9th, 10th, 11th, and 12th battalions. To these are to be added in

each case telegraph operators and linemen, and other employés of the Department. With so large a reduction of force, the duties of the firemen have essentially changed, and discipline and constant attention to duty supplies what is lost in numbers. It is indispensable that everything connected with the service should be the best

obtainable, and that apparatus, horses, and machinery should all be in constant readiness for action, when time is often the main element to safety. To insure this, each man is selected for appointment after a physical examination by the surgeon of the Department, and must be not more than twenty-seven years of age, to avoid his becoming at an early day superannuated on the hands of the Department. He must also be able to read and write, to enable him to perform the duties of an officer, to which



Edward Smith, Fire Commissioner of New York City  
in charge of Building Bureau.

he becomes eligible. In fact, he must pass a civil service examination. That he has performed duty in the Old Fire Department is an element of fitness, but not an absolute requisite. No man is admitted to the rolls of the Department, however recommended, who is not qualified for the position, nor allowed to remain after he has developed want of fitness for his place. The use of liquor, when in uniform or on duty, is strictly prohibited, and drunkenness attended with dismissal. When appointed, each member is assigned to his position and drilled in his duties, so that when aggregated into companies of ten or twelve men, such company moves as a unit. The chief engineer, first and second assistant chiefs, chiefs of battalions, and company officers, are tried and experienced firemen. The engineers of steamers are skilled in their profession, and appointed on certificates of qualification from reliable sources, and the officers are men promoted, after a competitive exam-

ination, for special fitness. Each apparatus house is not only in daily official report with the headquarters, but can be communicated with at any moment by telegraph or by telephone; and when the alarm is sounded at the same instant both in headquarters and at company quarters, every man in the Department knows his duty and his place, and is ready to take it without confusion or delay. Even the horses, which are carefully selected, and kept from necessity under the closest scrutiny and in the highest condition (being fed, shod, and exercised with perfect regularity), learn to know by instinct the time for action, and back from their stalls when the alarm signal is sounded, ready to take their places at the pole or shafts when the halters are loosened, without assistance. To obviate the evil of sending new, untried, and



Charles Oscar Shay, Chief of New York Fire Department.

untrained horses directly to the companies, a training stable has been established in the former quarters of Engine Company No. 37, No. 58 Lawrence Street, where horses selected for trial prior to their purchase for the Department are now sent and systematically trained in the method of hitching in vogue, and driven to an engine and tender, and otherwise generally accustomed to the work required of

them. Three members of the uniformed force are detailed for this work. Unsuitable horses are at once rejected, and those found fit are, after a proper period of probation, accepted and assigned to companies. Experience has already shown this to be a great improvement upon the old system. At fires all persons are excluded by a cordon of police, excepting members of the press, the Department, and the insurance patrol, and by this means the loss by plunder, which was estimated by the underwriters as a very large percentage over that by fire, has entirely ceased. At a fire the discipline, beginning with the individual and extending to the company, is found where several companies act together, all with a concerted action, free from confusion or delay.

In this way the Department is entirely in hand, and can be used by the chief and his assistants, even where several fires occur at once, without weakening its efficiency at either, as each company knows, by carefully prepared codes and charts, where its services are due. To preserve this system, and to retain the men in such subordination as is requisite, the rules are necessarily strictly enforced. In case of their violation, the delinquent appears before the Board on its weekly trial day, the testimony is taken on oath, and the finding printed in an order and placed on the records of every company, showing the name of the offender, the nature of the offense, and the penalty, in order that every member of the Department may be warned against a recurrence. While rigid discipline is so enforced, the Commissioners watch with interest the development of merit, and promotion is open when vacancies occur to every member, if qualified to be an officer. Patrols from each company are constantly on duty, with orders to rally on their quarters in case of alarm. The whole city, as well as the city institutions on the islands, are connected with headquarters by telegraph.

Connected with the Department is the Bureau of Combustible Material, created by the Legislature. This Bureau licenses all dealers in kerosene and other liquid oils, and constantly tests samples of the oils they deal in. The Bureau of Inspection of Buildings is also connected with the Department, and has entire supervision over the erection of buildings.

The expenses of the Department for 1884, according to the report of the Commissioners, were \$1,679,881.15. Of this, \$1,266,481.15



was expended for the pay-roll of the officers, members, and employés, as fixed by law.

The entire working of the Department has been reduced to a system, compliance with which is required, and, if necessary, enforced on all its officers and men; and the result is a uniformity and economy of action which goes far to render the Fire Department of New York a model, to make it the center of constant inquiry and study by the departments of other cities of this country and of Europe, and to enable me and thousands of others to say that its superiority is creditable to those intrusted with its charge, and a source of pride to the citizens of New York.

The Chief of Department performs duty at all second and third alarms south of Fifty-ninth Street, and at all other alarms at his discretion. He has power to assign all his subordinates, including the companies, to fire duty. But all changes made in such assignments are forthwith reported to the Board of Commissioners. In the absence of the chiefs of battalions, the following officers take command of the several battalions, viz.: Foreman George

L. Crum, Engine Company No. 4, First Battalion; Foreman Peter H. Short, Hook and Ladder Company No. 1, Second Battalion; Foreman Robert Wray, Engine Company No. 20, Third Battalion; Foreman Thomas Judge, Engine Company No. 15, Fourth Battalion; Foreman Arnot Spence, Engine Company No. 27, Fifth Battalion; Foreman Daniel J. Meagher, Hook and Ladder Company No. 3, Sixth Battalion; Foreman William Shaw, Hook and Ladder Company No. 12, Seventh Battalion; Foreman John Sattler, Hook and Ladder Company No. 2, Eighth Battalion; Foreman David Connor, Engine Company No. 23, Ninth Battalion; Foreman Patrick Dono-



Hugh Bonner, Assistant Chief New York  
Fire Department.

hue, Engine Company No. 22, Tenth Battalion; Foreman Henry M. Jones, Hook and Ladder Company No. 14, Eleventh Battalion; Foreman John Ward, Engine Company No. 50, Twelfth Battalion.

Whenever either of the foremen above named receives notice of intended absence from the chief of battalion, he turns over the

command of his company to the assistant foreman or other officer, to be by him designated, assumes command of the battalion, performs all the duties of the chief of battalion until his return to duty, and is obeyed and respected accordingly.

In addition to a minute inspection every year of the officers and men of the several companies, the usual time test of celerity in hitching up is also made. The conditions are three separate trial for each apparatus, the horses in each case being in their stalls when the sig-



John McCabe, Second Assistant Chief New York Fire Department.

nal to hitch is given. The general average time of all apparatus in 1882 was 6.71 seconds; 1881, 7.25 seconds; 1880, 8.24 seconds; 1879, 9.54 seconds; 1878, 10.26 seconds; 1877, 13.02 seconds. Since 1882, however, the celerity in hitching up has attained an almost incredible short time—a fraction over four seconds having already been recorded. The Life Saving Corps and School of Instruction, an institution recently introduced into the Department, has been a great advantage at fires in rescuing inmates from burning buildings.

In their report of 1883, the Commissioners have this to say concerning transfers: "There is nothing more annoying to the Commissioners, or more injurious to the service, than the frequent applications which are made for the transferring and retransferring of the same set of men. This evil originates, in great measure,

with the men themselves, and hereafter such members of the force as are constantly endeavoring to shirk all arduous duty, through the intervention of their friends, will find that they are seriously injuring, instead of bettering their future prospects in the Department. In order to correct, as far as possible, this evil, the Commissioners have decided that no transfers shall hereafter be made except at the first regular meeting of the Board in January, April, July, and October of each year."

In 1867, John Stephenson, Esq., sent to the Fire Department his check for \$250 to be used "in the discretion of this Board for the benefit of the Department." By careful investment, this sum has been steadily increased until it now amounts to \$600.

For the purpose of inciting the company commanders to the attainment of the highest standard of discipline and efficiency within their respective commands, the Fire Commissioners recently determined to annually present to the captain who shall be judged most deserving, a handsome gold medal, to be known as the "Stephenson Medal." The presentation is public, and is made immediately after the presentation of the "Bennett Medal."

The captain to be thus honored is selected in the following manner: On notice, the several chiefs of battalion shall annually forward to the Chief of Department the name of the one foreman within their respective districts who has proved himself



William Rowe, Chief of 1st Battalion New York  
Fire Department.

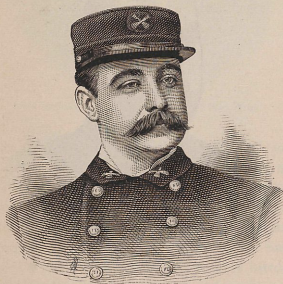
the most efficient and deserving commanding officer. Immediately upon the receipt of the communications from all the battalion chiefs, the Chief of Department meets with the Assistant and Second Assistant Chief of Department, and submits the names which have been forwarded, and then and there, these officials, by a concurrent

vote, select from among the names the captain to whom the medal shall be presented, and report the same to the Board. If they fail to concur, they report the names of three captains to the Board for that body to make a selection.

The bill recently signed by Governor Hill, and which goes into effect on January 1, 1886, increases the salaries of Chiefs Shay, Bonner, and McCabe \$300 each; chiefs of battalion remain the same; foremen will receive \$1800, assistant foremen \$1500, and engineers \$1400. The rank of assistant engineer is abolished by the provisions of this bill.

For some time past the demands on the Pension Fund of the Fire Department have exceeded the annual interest, and the new Pension Bill, which was recently signed by Governor Hill, makes provisions for adding to the fund a sum sufficient to make it fully adequate to the present and prospective needs of the retired firemen and their widows and orphans. It is an amendment to the old bill,

and in effect provides that 10 per cent. of the excise funds shall be turned into the fund, together with the receipts from the sale of condemned personal property belonging to the Department, as well as the money which is saved on special leaves of firemen, and which formerly reverted to the city treasury. The bill will increase the revenue of the fund from \$60,000 to \$75,000 per year.



Charles D. Purroy, Chief of 2d Battalion New York  
Fire Department.

Can the man who casts a gun manœuvre a battery of artillery? or is he who

builds an engine thereby qualified for commander of a steamship, or president of a railway? I frequently hear such questions asked with regard to our Fire Department, and there are many whose ideas of the qualifications necessary for operating this Department do not go beyond the engine-runner.



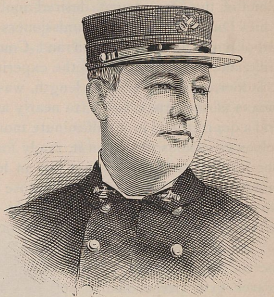
I contend that to control and direct properly a modern fire department requires fully as much ability as to command a ship, or an army brigade, and a no less degree of proficiency in training and study. One might easily learn to fire a gun and do some execution perhaps, but to direct a battery in actual contest requires something beyond and above this. So any one may ordinarily throw water on flames and extinguish them, but to preserve property and prevent a conflagration is quite another matter.

Generations may pass without a war, yet men are at all times being educated especially in its principles. So years may elapse without serious fire, but it is none the less essential that men should be trained and qualified for this warfare with a terrible element exactly as for the profession of arms.

The one is as much a business as the other. Any intelligent man who has of late visited the headquarters of the Fire Department of this city, and fully examined into its working details, must be struck by the vast difference in power between a skilled and trained organization and one not possessing these qualities.

As is the vine so are the branches. It costs no more to establish a high standard, and in fact it is the only way in which adequate returns can be realized from any outlay.

I must digress again from the chronological order to speak of a matter which, at the time of its occurrence, caused universal sorrow and indignation throughout the country in general, and New York in particular. I refer to the shocking accident which occurred on the morning of September 14, 1875, at a public experiment with the Scott-Uda aerial ladder at Rutgers Square, on the plaza formed by the junction of East Broadway and Canal Street, and which ended in the cruel death of three brave firemen. On June



Joseph F. McGill, Chief of 3d Battalion New York  
Fire Department.

13, 1873, I witnessed in the City Hall Park an experiment made by the Department of the same ladder. Little did I think that it would be my lot, two years afterward, at another exhibition, to behold three souls hurled into eternity without a moment's warning.

The trial of the ladder in 1873 was the second that had been made, a previous test having proved unsatisfactory. Eli Bates, then Chief of the Department, desired another trial, and on his invitation Chief Damrell and the Commissioners from Boston, Chief Nevins of Brooklyn, Chief Williamson and Commissioners from Washington City, and others, witnessed the experiment. At the appointed time a ladder, seventy feet in length, was put together and raised by means of the crank below to nearly an upright position in a minute and a quarter, and in a half-minute more five firemen stationed themselves at various places on it, ready for action. The largest ladder, one hundred and twenty-five feet in length, was then raised in five minutes and eighteen seconds. Hose from the engine on Broadway was carried up the ladder to the height of one hundred feet, and water was thrown on the roof of the new court-house and over the trees.

James Stevenson held the nozzle at this dizzy height, and was the only man on the ladder. Suddenly the ladder was seen to rise nearer to a perpendicular and to wave about and tremble. The suction of the water in the hose, caused by the immense water-pressure of one hundred and twenty-five pounds, as indicated at the engine, was pulling the ladder over backward. The twisting and bending of the ladder became more violent. The spectators were paralyzed for the moment as Stevenson hung between life and death. Chief Bates was the man for the emergency. He stood at some distance from the hose, but seeing Stevenson's danger, he sprang forward, and pulling his knife from his pocket, and opening it as he ran, split open the rubber tube. This instantly took the pressure of water from above and relieved the strain on the ladder, which soon settled back to its original position. As the water spurted thirty feet into the air from the rent in the hose, and as every one then understood that the act saved Stevenson's life, a thrill of relief passed through the spell-bound crowd. Chief Bates was warmly congratulated by all. Stevenson, who had been cool and collected during the excitement below, descended in safety and thanked his chief. The trial of this ladder in 1875 ended more disastrously.

It will be remembered concerning this aerial ladder—originally the invention of an Italian, who conveyed the right to Mrs. Uda, who at one time figured in the newspapers in connection with the notorious corrupt jobbery by which the Fire Department acquired the title to the patent from the lady—that a secretary of the Department was dismissed on proof being furnished that he received \$10,000 of the \$25,000 which the city paid her for the patent, and that the Fire Commissioners were also mixed up in the job in a manner which created great suspicion and distrust in the public mind. In fact, the

public did not need this last crowning proof to know that this wonderful ladder was simply a corrupt job. Its whole history was concrete enough. It began in shame and corruption and robbery, and it ended in death.

It appears that this aerial ladder, for which most wonderful qualities had been claimed, while many competent persons had denounced it openly, had for some months been the subject of constant experiments. The then Chief of the Department, Mr. Eli Bates, had

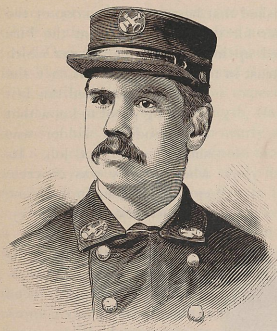
given orders to select men from each company, in order that they might acquire a thorough knowledge of the proper handling of the ladder.

The experiment on the morning of the 14th of September, 1875, had also been ordered by the Chief, and the following men were detailed to ascend the ladder: William H. Nash, Chief of the Fourth Battalion; Philip Maus, of Truck No. 6; William Hughes, of Engine Company No. 9; Robert J. Gould, of Engine No. 15; Thomas C. Lea, of Hook and Ladder No. 9; Cornelius J. Kingsley, of Engine Company No. 11; Cusick, assistant foreman of the chemical engine; and Jesse Patten, of Engine No. 15—eight in all.



Francis Mahedy, Chief of 4th Battalion New York Fire Department.

There was a large crowd in attendance as early as eight o'clock. Nash, the chief of the battalion, and a very daring, reckless man, who never seemed to have thought of danger, had, by way of a previous informal experiment, already raised the ladder at six o'clock



Thomas Lally, Chief of 5th Battalion New York Fire Department.

in the morning, and ascended to the top. When the hour for holding this little exhibition arrived, the square bounded by Canal Street, East Broadway, and Rutgers Street was uncomfortably crowded. Among the more prominent spectators was Mrs. Uda herself and the Secretary of the Fire Department, who little thought that they were to witness the death of three human beings by means which they had kindly provided for the city, and after having made a comfortable sum of money out of the operation. When the ladder

was put together and raised to a height of ninety-eight feet, Police Captain McElwaine noticed that it would fall upon the spectators in case of an accident, and therefore ordered his men to push the crowd back, removing them all from the possibility of bodily danger. Had this not been done, and the crowd been allowed to remain within falling space, the loss of life might have been terrible, as the number of women and children was very considerable.

Nash, the Chief of the Fourth Battalion, gave the order to ascend at a quarter to eleven o'clock, the putting together of the eight sections and raising of the ladder having consumed much time. The men, however, were somewhat uneasy, and seemed to be unwilling to execute the order. "Why, there's no danger," exclaimed Nash, and he lightly mounted the ladder and began to ascend it with great rapidity. The others, whose names have already been given



above, were sufficiently encouraged to follow him. Alas! it was the courage and pluck of the unfortunates which plunged them into destruction, for it was only the first two, who followed him quickly, and who met Nash's cruel fate. These two were Maus and Hughes. When the latter two had passed the third section, Nash, who was a wonderfully rapid climber, was already on the top of the ladder, and calmly looking down upon the spectators from the giddy height of ninety-eight feet, and the five others were away behind below the third section.

It was just above this section of the aerial ladder that the break occurred. The spectators were admiring Nash's coolness and skill on the top of the ladder, when, to their great horror, they suddenly noticed a dangerous swaying to and fro of the light wooden structure that was standing there, ninety-eight feet high, and without any support whatever to insure the safety of the eight precious lives upon it. Several women, presumably the wives or other relatives of the men on the ladder, gave a loud shriek, and Chief Bates, taking in at a glance the perilous situation, instantly shouted the order, "Come down!" The men started to execute this order, and their pale faces and trembling figures were easily discernible from the ground. But it was too late. There was suddenly a loud snap, the ladder broke at the third section, and precipitated the three men, who were still above it, down to the ground and into eternity. It was an awful spectacle, and for a moment I and hundreds of others stood aghast, almost petrified, as though we could not realize this sudden disaster. It had come so suddenly, so utterly without



John J. Bresnan, Chief of 6th Battalion New York  
Fire Department.

any warning, and everybody was so unprepared for it, that the perfect and awful stillness which reigned for some seconds was easily to be explained.

It is stated that the two distinguished spectators, Mrs. Uda and the Secretary, immediately upon seeing the ladder fall, left the scene in great haste. While they hurried away, the terribly mangled bodies were put upon stretchers, and promptly conveyed to the Madison Street police station, followed, of course, by a large and curious crowd. What is remarkable is that the men below the third section clung with sufficient strength to the ladder to escape being thrown down, and, after some difficulty, accomplished the descent. One or two are said to have fallen, but this does not appear to be true, for they all walked away, considerably weakened by the shock, but without any injuries. Nash and Maus died instantaneously, but Hughes still lived when the stretcher arrived at the police station. Maus had fallen on his left side, and his injuries appeared to be the worst of all. Both his arms and his left leg were broken, his nose was cut clean off, his teeth knocked through his cheeks, and his skull fractured. Hughes's skull was also fractured, he having fallen on his head. His arms, one leg, his neck, and his collar bone were broken. He lingered at the police station, in great agony, for about fifteen minutes, and then expired.

Nash, who was the best known of the three victims, resided with his family at 149 Clinton Street. He was a tall, athletic man of forty, who bore all the indications of strong health and the promise of a long life. He was a member of the Royal Arch Masonic Order, and belonged to Ancient Chapter No. 1. He served all during the war in Berden's corps of sharpshooters, and attained the rank of assistant adjutant-general. He had been connected with the Department for seven years, and left a widow and three children.

Maus was also a fine-looking man, about thirty-six years old, a German by birth, and a carpenter by trade. He was only connected with the Department for a year, but had done good service. He left a widow and two children.

Hughes was a young man of twenty-eight, American by birth, who had been connected with the Department five years. He had only been married a few months before, and his youthful widow

was perfectly distracted, tearing her hair and giving other distressing evidence of deep anguish.

The ladder was one of four which had been built at Concord, N. H., by the Abbott Downing Company, for \$2000 each. It was constructed out of the very lightest pine timber. For days afterward, splinters of the ladder were carried about by people, and exhibited as a mark of the preposterous recklessness with which these ladders had been built. Chief Bates declined at the time to state the cause of the accident any further than that the strain upon the ladders was no doubt too great. He said that it had been put together properly, and that the accident was in nowise owing to carelessness on the part of the men. Nash had made frequent experiments with the ladder, and it is of a touching and pathetic interest at this date to read his report on these experiments.

The report is dated August 2, 1875, and addressed to Eli Bates, Chief of Department. The first experiment which he details was at the very spot where he met his cruel death. He says: "I raised her to an angle of forty-five degrees, the point resting on the roof of the six-story tenement No. 171 East Broadway, the truck being about in the middle of the square, in which position I walked over, passing the railroad cars on double track, with perfect safety to the roof. Then raised her with four sections, with a man weighing 140 pounds, to an angle of sixty-seven degrees, and shifted her in various directions with this weight on the top, at an elevation of sixty feet, and made a complete circle in the square with apparent safety. This was repeated on several different days at the same place."

The next experiment was at Moller's Sugar Refinery, at South and Montgomery streets, where he "raised five sections, with a man weighing 170 pounds, to an angle of sixty-seven degrees, at an elevation of seventy feet, and with this weight on top I shifted the truck a complete circle, over a double railroad track, and placed the point against a building." He adds these now sadly significant words: "This I consider, without guy ropes, to be too dangerous to be repeated for experimental purposes." At an experiment in Delancey Street, he had thirteen men on the ladder, but the ladder was resting against a roof. At the next trial, in Attorney Street, six men were on the ladder, and he says that "it bent and twisted like a monster fishing-pole," but still seemed to have no suspicion of

its unsafety. The report concludes as follows: "The quickest time thus far is about six seconds per foot, which is, when height and the weight which these experiments have shown her to be capable of bearing is taken into consideration, I think, pretty rapid transit in an upward direction for any portable ladder to make, and, with officers and men drilled and disciplined for this especial service, I feel quite confident could be greatly improved upon."

In the year 1872, Mrs. Mary Belle Scott-Uda applied to the Fire Department to introduce her new invention of the "aerial ladder." The ladder was on four wheels, and by using a crank, the hind wheels were brought forward, each movement raising the height of the ladder. When the two hind wheels were brought forward to the fore wheels, the height of the ladder increased to about one hundred feet, and then a "fly" was added of about twenty-five feet.

In course of time the "aerial ladder" was adopted by the Fire

Department, and the sum of \$25,000 was paid to Mrs. Scott-Uda for the privilege of building the ladder. Each ladder cost about \$5000, and one was built at the old Fire Department shops in Elizabeth Street. In the early part of 1875, it was ascertained that the Secretary of the Department at the time had a hand in the sale of the ladder to the Fire Department, and he was dismissed.

When four ladders had been built and were ready for service, it was found that they were too large for the engine-

houses, and therefore if the aerial ladders were to be adopted new houses would have to be erected. This would cause an additional expense of from \$1000 to \$50,000 to alter or build the new houses. Then came the grand dénouement, and the Secretary was found to have received \$10,000 out of the \$25,000 privilege to introduce the ladder.



Benjamin A. Gicquel, Chief of 7th Battalion  
New York Fire Department.



Mrs. Scott-Uda's maiden name was Mary Belle Scott. She was formerly a music-teacher in Chicago, and went to Florence, Italy, to finish her musical education. In Florence she met Signor Uda. Then came marriage and a return to the United States. She personally attended to the "aerial ladder."

In the parade of the veterans of the Mexican war on the day of the accident was an old man named Hughes. He left his home joyfully in the morning in anticipation of the day's parade. Down Broadway the procession marched, amidst cheers, etc., of the sidewalk spectators. Mr. Hughes felt glad and joyful, and his step was young and buoyant notwithstanding his years. To the lively music of the Governor's Island Band, the procession entered the City Hall Park. Suddenly a youth who had been watching the parade

jumped out of the crowd, and approaching Mr. Hughes, said, "Your son is dead." Mr. Hughes left the parade to find out the particulars. In a few moments he was informed of the terrible ladder disaster and that his son was among the dead. The old soldier wiped a tear from his eye and then went straight to his home, No. 131 Madison Street. His day of enjoyment was over, and he returned home to weep over his dead son.

Chief Francis Mahedy has forwarded a communication to the Fire Commissioners in which he recommended that the name of Assistant Foreman Ahearn, of Hook and Ladder 11, be placed on the roll of merit. The acts of bravery which entitle Ahearn to the honor were both performed on the 7th of May, 1885. At eight o'clock on the evening of that day a fire broke out in the dwelling-house 49 Pitt Street. Joseph and Annie Yerger, age respectively two and a half and five years, were in bed in the second story, their



John S. Fisher, Chief of 8th Battalion  
New York Fire Department.

parents being out visiting some friends, and it was not until the flames had reached the second story that they returned and informed the firemen of this fact. Assistant Foreman Ahearn immediately scaled the fire-escape, and forcing an entrance through the window, succeeded in getting out the girl, while Fireman Fuhrman, of Hook and Ladder 6, brought out the boy. Ahearn was severely burned about the hands. This rescue was attended with great personal risk. At 12:30 P. M. on the same date Ahearn succeeded in rescuing Isadore Schriebe, aged five years, from the building 312 East Houston Street. This rescue was also attended with considerable danger, but Ahearn fortunately succeeded in escaping injury.

On the 12th of May, 1885, Fireman Gustave Fuhrman, at great personal risk, saved the life of a young girl at a fire at 82 Mulberry Street. He also goes on the roll of merit.

Foreman John J. Eagan, of engine 21, was leaning indolently from a window of his engine-house, 216 East Fortieth Street, tranquilly smoking a pipe, at half-past nine o'clock on the morning of May 28, 1885. A flame-enveloped figure suddenly darted out of the door of a tenement on the same side of the street. He dropped his pipe, ran down-stairs and into the street, shouting to his men as he went, "Hook up the apparatus!" Fireman Edward J. Levy followed the foreman, and William F. O'Connell, a clerk in the Board of Trade and Transportation, was not far behind. Other men had overtaken the figure in flames, who was young Mrs. Annie Dumar, and had torn away her burning clothes and wrapped her in blankets. She cried out for some one to save her baby, and fainted away.

Smoke pouring from the hall-way of the three-story brick house at 250 told where the fire was. Foreman Eagan, Fireman Levy, and Clerk O'Connell were the only three men of the big crowd that had gathered who dared venture into the blinding smoke. They crept upstairs together. A thick ribbon of flame coming from the rear room on the east side of the hall-way lapped the ceiling at the head of the stairs. Under this fire, with faces close to the floor, the three men had to crawl to get to the door of the front room, where they heard a baby screaming. O'Connell and Fireman Levy were both burned when they reached the door. The foreman, who is a veteran, escaped injury. They found the door locked. O'Connell threw himself against it, and it flew open. The back draught forced

a sheet of flame through the broken door into the faces of O'Connell and Levy, and they fell back into the hall-way with blackened and blistered faces and hands. Foreman Eagan stooped and avoided the flame. Through the smoke he saw the screaming baby sitting in its wickerwork carriage, the back and sides of which were ablaze.

He crawled along the floor and had his hands on the baby in a twinkling. He tried to lift her from the carriage, but she was strapped in. Then he caught hold of the front axle, dragged the carriage into the hall, upset it, and so got out the baby. He took it down-stairs and laid it beside its mother in an ambulance.

The little one, after a hard struggle, recovered, but its mother died in terrible agony. Fireman Levy was able to leave the hospital, but O'Connell was confined to his bed for some days. Mrs. John Barnes and her little girl were the only persons in the third story of the house when the fire broke out. She threw her little girl out of a rear window into a quilt that some men held on a roof fifteen feet below. The fire was caused by the explosion of a small kerosene stove.

On June 20, 1885, the presentation of the Bennett and Stephenson Medals took place. Fireman Binns, to whose brave action at a fire in the St. George's flats in April, 1884, I have already referred to, was presented with the reward of his merit in a neat speech by Mayor Grace. The Stephenson Medal for general disciplinarian ability and merit went to Foreman David Connor, of Engine No. 23. In describing the affair, the "*Herald*" concludes as follows:

The rounds of applause which followed the bestowal of the well-merited rewards and the address by the Mayor had scarcely died away when the Life Saving Corps, under command of Second Assistant Chief McCabe, began what proved to be a most interesting exhibition. Starting from the north end of the square, their truck came thundering past the grand stand, coming to a stop in front of the Central Flats, a six-story building fronting the square at the corner of South Fifth Avenue. Springing from their trucks, the corps, like a flash, built a chain of scaling ladders to the roof. Then they ascended from sill to sill until they had gained the roof.

They then performed what is technically known as the V movement—a movement which consists of passing from window to window across the face of the house. A practical illustration in life saving followed, a number of the life-savers ascending to the roof and bearing down with them a comrade who assumed the *role* of the rescued one. A line was also thrown to the roof of the house from a gun, by means of which

several firemen descended to the ground. The movements were all executed with skill and grace, and elicited rounds of applause.

The final feature of the exhibition given by the life-savers was, however, the one which perhaps most greatly interested the spectators. It consisted of several firemen hurling themselves headlong from a window of the second story into a canvas held by their comrades below. They next ascended to the third story, and repeated the feat. As each man descended into the canvas he was tossed high aloft by his comrades to demonstrate the rebounding power of the arrangement in general. The crowd was wild with excitement and cheered lustily. At this juncture Assistant Chief McCabe was obliged to interpose his authority. Such was the enthusiasm of his men that they wished to ascend to the upper floors and hurl themselves thence.

"No, no, my lads!" the Chief exclaimed, "nobody doubts your pluck. You have done enough for to-day." And he gave the command to fall in.

Notwithstanding that proof is given daily of the efficiency and labors of our Fire Department, both in this city and Brooklyn, every now and then we hear the statement that our firemen are overpaid. In 1867 this same question was agitated, and my old friend, Joshua G. Abbe, of the New York "Dispatch," and a member of the Board of Fire Commissioners, took occasion to speak against the measure in language not to be misunderstood. As his arguments are as uncontrovertible to-day as they were eighteen years ago, I will give them in full. Besides, they contain considerable of interest to the general public.

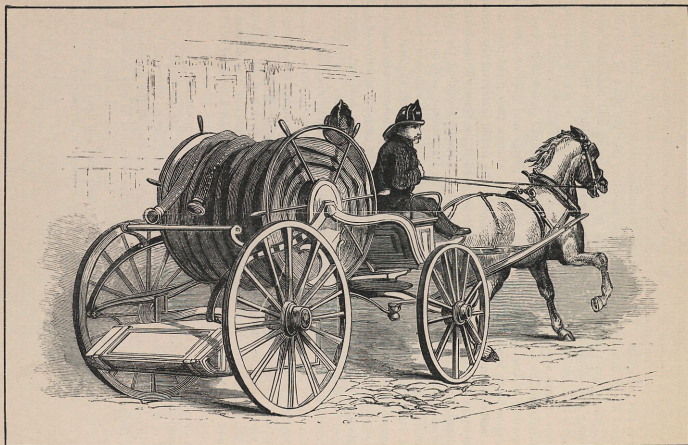
The Board of Commissioners had decided to reduce the pay of firemen, and though Mr. Abbe had voted with his confrères for the reduction, he repented his action, and took occasion at a subsequent meeting of the Board to give expression to his feelings in the following eloquent strain :

It is with great reluctance, which nothing but an imperative sense of duty could overcome, that I ask the Board to reconsider and reverse its action, in which I am to a certain extent concerned, respecting a reduction of the pay of the firemen hereafter to be appointed from \$1000 to \$700 per annum. Yielding to the laudable impulse of the Board to retrench its expenses and reduce the cost of the Department to the tax-paying public, I acquiesced in the adoption of the resolution. Yet I did so rather as a choice of evils between \$500 and \$700 than from a conviction that there should be any reduction at all. In fact, at the time I was impressed with the impolicy of any reduction, and subsequent reflection has confirmed and intensified that impression into a conviction which has compelled me to introduce this resolution of rescision, for which I most earnestly invoke your careful consideration. In the first place, it is conceded by the Board, in the statement of the Committee on the subject setting forth the reasons and grounds of the proposed reduction, that the action of the Legislature last winter to



increase the pay of firemen to \$1000 per annum was in accordance with the general advance in the price of labor, keeping pace with the increased expense of living. It seems to me that this admission is not only a justification of the action of the Legislature in directing the increase of pay, but an unanswerable argument against reducing it, even if we were authorized to set aside the peremptory mandate of the law-making power in this particular. The central and controlling idea of the Legislature in creating our Board was to establish a paid Fire Department, to take the place of the volunteer firemen, whose great incentive to engage in the laborious and hazardous service of preventing and extinguishing fires was to increase the facilities of the plunderers and mobocrats to organize into companies and brigades of crime. It is undeniable that the volunteer system supplied not only the pretext, but also, to a large extent, the means, the material aid, for concentrating and organizing the criminal classes of the city, under the sanction of law and usage, for their raids of pillage and plunder upon society. The engine-house was to them an entrenched camp, wherein they could plan crime in safety, and seek immunity from its perpetration. This fearful feature of the volunteer system excited the citizens with alarm and terror, it filled the State with apprehensions and dread, and, in obedience to that feeling, the Legislature abolished the Volunteer Department altogether, and established the paid Fire Department; and, as I have said, the controlling idea in creating our Department was to do away with every semblance of the volunteer system, every feature that would authorize, in the slightest degree, or give ground for a toleration of the license and immunity for the men who might voluntarily render public service without pay, in protecting the property and lives of citizens and strangers from fire. To that end the services of paid, not half-paid, firemen were provided for, and we are directed to look to it that the letter of the law is executed in this particular. It is our duty to inquire what was the legislative intention in directing this increase of pay. And I ask you if it was not to attract to the ranks of the force a superior class of men? Was it not a recognition of the importance and dignity of the service they are called upon to perform? And was it not in the nature of a mandate to us to employ none but the worthiest and best men in the service of the Department? This was undoubtedly the purpose of the Legislature in directing the increase of the pay, and it is our duty to accept the legislative intention and administer our Department in conformity with it.

It should be borne in mind that the property under our protection is upward of one thousand millions of dollars, and that in a certain sense we are the insurers and custodians of it. I feel the responsibility of this great trust, and no duty that I am called upon to exercise in connection with it affects me so seriously as the appointment of a single fireman, not only with reference to the physical control he may exercise over the ravages of a conflagration, but because we place him in a position where with impunity he may be the torch-bearer smuggled into our force that will light a hundred fires and shield the pillage of our citizens. In the appointment of our firemen, more than any other branch of our duties, are we called upon to exercise our greatest discretion and our most mature judgment. In the selection of a fireman our first question is: Is he honest? What reputable citizens will vouch for character? Is he recommended by an honorable discharge from the kindred service of the army or navy? Was he among the honored exceptions of the Old Volunteer Department? Has he strength in his hands and agility in his feet? Will a reputable surgeon certify "that he is sound in



Tender Going to a Fire.

limb and body, of a robust constitution, good eyesight and hearing, and physically qualified to perform the duties and withstand the exposure of a fireman's pursuit " ? With us these qualifications, physical and moral, are indispensable, and in demanding them the Legislature comprehended and provided for the pay of our firemen. The Legislature said to us, in substance, in fixing the present salary, seek out from the "worthiest, bravest, and best, a body of honorable and faithful men as your fire soldiers ; let the service suffer no decline from the want of a pecuniary incentive to engage in it." For my part, I do not feel authorized to lower or do any act, or adopt any policy, that will diminish or tend to diminish the character of the service, or render it less desirable as a pursuit. The reduction of firemen's salaries will, in my judgment, have that tendency. It will have the effect to repel a class of men who would be willing to permanently connect themselves with the force as a pursuit for life, and attract and supply in their places those only who are temporarily wanting employment and are driven by their necessities to accept service in the ranks for the time being, until more congenial and lucrative employment is offered them. The efficiency of the Department depends largely upon the permanency of the firemen, whom it should be our duty to create into a body of experienced veterans, trained and disciplined by long service, and whose effectiveness shall not be impaired by adopting into it from time to time raw recruits, who, if qualified to perform the duties of firemen, would only temporarily remain in the service. We are endeavoring to supply by discipline, character, experience, and pay, the place of numbers, and to that end have undertaken to do with five hundred firemen the work performed by four thousand under the old system ; and, in my judgment, our efforts will succeed or fail in proportion to the encouragement we give to, and the care we exercise over, the chosen few to whom is confided the herculean and perilous task of preventing and combating the outbreaks of the fiery elements in this metropolis. These chosen few are the pedestal on which our Department stands, and in proportion as we weaken, neglect, or degrade them, and deny their just claims to compensation, we imperil the existence, safety, and usefulness of the structure which we are raising. It being admitted by this Board that \$1000 is a just and fair compensation for the yearly service of a fireman, it is no argument in justification of reducing that salary to say that there are numerous applicants standing ready to engage in the service at \$700. If it were to be consistent, a paid Fire Department should be abolished altogether, for it was claimed as the crowning feature and especial merit of the Old Department that thousands were eager to engage in the service without pay. The same argument could be applied to each of us around the table, for there are thousands in the city that would eagerly assume our duties without compensation. There is not a position of profit, honor, or trust, in the city or nation, but that designing men, ambitious of power and influence and the hope of gain, through patronage and speculation, would willingly assume, and waive the salary fixed by law. Again, it is urged in justification of the proposed reduction that the burdens of administering the city government are oppressing the tax-payer with an onerous and oppressive weight, and that the measure is called for as a measure of relief to them. Who are they that call for retrenchment in this particular ? Certainly not the tax-payers ; but, on the contrary, all with whom I have conversed, and I have been diligent in my inquiries in this respect, that have any knowledge of the duties of our firemen, concede that their compensation is little enough. The expenses of this Department are compara-

tively small considering the vast amount of labor performed, and costs no more to-day, as I am abundantly prepared to show at any time, than did the Volunteer Department, which many citizens have been led to think cost nothing. I undertake to say that no branch of the public service is more economically administered than this, and I court investigation by the bitterest enemies. If retrenchment is demanded in this city, considerations of public safety will induce the reformer to look elsewhere than to this Department to begin his work. He will go on the last or first pleasant day of the month to the City Hall Park, where he will find vibrating between the several public offices and the Comptroller's sanctum from two to three hundred men, each of whom

are receiving—yes, many of them double the amount the hard-worked firemen receive, without any consideration being returned in the way of service. Their greatest day's labor occurs on the days mentioned, when they are required to receipt for their warrant, and in some cases I understand they even object to that, but send a messenger to collect for them; there, if anywhere, should retrenchment and reform commence, and there is where that ubiquitous individual, the tax-payer, requires it, not here. In this Department, I assert, there is more labor performed, more discipline required, more vigilance exercised, more expense in uniform in proportion to the amount received, than in any other service, be it military, naval, or civil. Then, with what justice, or upon what plea, can we still further reduce his compensation? This clamor for retrenchment, this demand to deprive the fireman, who snatches his means of existence from the devouring flames as a brand from the burning, of his lawful pay comes from the very officials who have swelled their pay-rolls with sinecure appointees. I cannot listen with patience to the suggestions from the various officers of the city to reduce the pay of our firemen, every man of whom is engaged in the daily performance of arduous, perilous, and excessive duties, under regulations that at once combine the stern discipline of the soldier who is constantly under arms to answer the alarms of an ever-impending assault, and the confinement of a prisoner within the narrow limits of an engine-house. If salaries are to be reduced, let those officials strike from the pay-rolls of the city the hundreds of useless supernumeraries which are now upon them; let them cut down the



Samuel Campbell, Chief of 9th Battalion  
New York Fire Department.

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salaries of a multitude of useless clerks with which every bureau and department swarms, but let them refrain from making war upon our firemen and upon the divine precept that "the laborer is worthy of his hire." Thus far I have treated this question as one of pure policy. I have assumed that we possessed the power to employ men to act in the capacity of firemen at a remuneration less than that fixed by law. But I do not believe that we have any such right. We are a Board clothed with certain definite powers, and must strictly exercise them and no other and different ones. We are authorized to employ firemen, and only firemen, in our force. The grade or position of acting firemen is unknown to the law, which simply authorizes us to employ in the service a body of men known as firemen, and provides "that the salary of firemen shall be \$1000 per annum until specie payment is resumed." We have no more right to degenerate the force by introducing into it an inferior rank or grade of firemen, than we have to create a grade superior to that of firemen designated in the law. And it is my opinion that any such employment is unlawful and utterly void, and that an injunction would lie to restrain us from making compensation to any class of firemen except those who are known in the law as "firemen," and whose salaries are fixed at \$1000 per annum, and are required by the rules and regulations of this Board to devote their entire time to the service of this Department. If I am correct in this view, we shall render ourselves personally liable if we employ and pay any but the firemen which the statute contemplates. It will be observed that the language of the law is mandatory: "The salary of firemen shall be \$1000 per annum *until specie payment is resumed*"; and when I take into consideration the fact that, prior to the passage of this law, the Commissioners had a discretionary power in fixing the salaries, and that an appeal from their decision was taken to the Legislature on this very question; that there it was argued fully before able and intelligent committees, passed both Houses by an almost unanimous vote, and, after encountering the severe scrutiny of the Governor, received his sanction, I feel that the sovereign power of the State has interposed between us and the firemen, and commanded us, without evasion or question, to pay them \$1000 per annum. This command is all the more imperative because it comes to us from a legislature and a governor who have uttered it in response to the great labor movement, which, like an ocean wave, is sweeping across the continent, bearing upon its crest our noblest statesmen. The Legislature which authorized this increase of salary to our firemen, it should be borne in mind, passed the Eight-hour Law, and was deeply imbued with the spirit of awarding to labor a proper dignity and a just remuneration. It is the law that "the laborer is worthy of his hire," and in obedience to this heaven-born statute the Legislature has thrown its protecting arm around our firemen, and our noble Governor, as the champion of the labor movement in this State, has sanctioned the embrace. Let us not attempt to loosen it.

To no one more than Mr. Abbe did the working portion of the present Department owe more gratitude, and when he died, in 1868, the members showed their appreciation for him in suitable resolutions, which were subsequently framed and presented to his family.

Mr. Abbe was born June 17, 1828, and was at the time of his death a few months over forty years of age. Though naturally of a

delicate organization, his active habits and untiring energy sustained him against the insidious effects of ailments that continually beset him. Up to the age of fifteen he worked with his father on the farm. He then came on to this city and entered the store of his brother,

where he remained as a salesman until failing health compelled him to seek a more congenial clime. He accordingly, in 1851, took up his residence in Louisiana, where he remained for two years, and then returned to New York and started a news agency—a business at that time comparatively in its infancy. Again ill health compelled him to change quarters, and he migrated to Nebraska Territory, then very sparsely populated by white settlers. This was in the year 1855, and he remained in that distant section



Michael F. Reeves, Chief of 10th Battalion  
New York Fire Department.

tion of the country for four years, engaged actively in politics, making many friends and not a few enemies by the course he adopted while a member of the Territorial Legislature in attempting to have the capital of the State removed from Omaha City to a more geographically central location. In 1859 he returned to New York, and engaged as book-keeper and business manager of the New York "Dispatch." In this position he continued until 1864, when he was appointed one of the Board of Commissioners of the Metropolitan Fire Department, which office he held at the time of his death. Mr. Abbe was an old fireman, having entered the Volunteer Department when he was quite a young man by joining Hose Company No. 20. Owing to an injury received at a fire in William Street on one occasion, he received a fireman's honorable discharge, but refused to avail himself of it.

Commissioner Abbe was always sickly, and to this cause principally can be ascribed the reason of his being generally in bad

humor. It is related that the only time he was ever known to laugh outright was on the occasion when the following story concerning some members of the Department was told to him. The story goes that during the burning of the Church of the Messiah in this city, and while the Department was hard at work, several members of an up-town company were on duty wetting down the roof of an adjoining building, and while moving about the upper portion of the house one of the valiant party discovered a jug of whisky in a lady's room. Now, I wouldn't for a moment imply that our firemen are, as a rule, in the habit of drinking spirituous liquors; but, to indulge in somewhat of a vulgarism, "You know how it is yourself, old vamps"; and as the duty was laborious, and the prospect of a good night's work ahead favorable, the party soon were revelling in the luxury of a little "booze," and kept repeating the doses at regular intervals. Soon the jug was emptied, and the foraging was at an end. The next day, of course, the owner of the "booze" missed the liquid, and at once understood who must have taken it. It was too good to keep, and the family was notified by the lady that the whisky with which for some time past she had been accustomed to bathe her rheumatic feet and legs had been drank by thirsty firemen, and there was not a drop left in the jug. The story got out, and an inquisitive asked one of the firemen who had been of the party how he liked the whisky he got out of that jug. The reply was given with a smacking of the lips: "Oh, it was immense; I drank about three horns myself." Further comment is unnecessary. Tastes vary, as the old woman said when she kissed the cow.



Francis J. Reilly, Chief of 11th Battalion  
New York Fire Department.

The old Commissioner had some very practical views concerning modes of extinguishing fires. Said he to me on one occasion: "Every one knows that fire is easiest put out in the beginning. Yet the tendency in America, of late years, has been to concentrate attention upon means of extinguishing great fires when under headway. The steam fire-engine is a grand invention; but we want also a cheap \$10 engine in every house, or every neighborhood, to attack fire at the beginning, while it is controllable. A garden-pump, delivering water through a hose, will, with three gallons of water, put out a very large and formidable fire. With the great fire engines there is also a desire to throw the water high. Everybody has seen many hogsheadfuls of water thrown completely over a burning building, so that it fell upon the ground on the opposite side, and many more pouring upon the roof of the building merely to run off as rain does, when one barreiful, delivered into the lower story through the window, would have extinguished the fire. The great secrets of a good and successful fireman are: play low, on the lowest part of the fire; throw the water in a spray, if possible; and don't neglect to throw a pailful this instant, on the mere hope of being able to throw a barreiful five minutes hence. That five minutes' start may put the fire beyond the control even of a steam fire-engine."

While on the subject of extinguishing fires, I may be permitted again to revert to the subject of how to prevent them. When I was a student at Bellevue Hospital, I had as one of my professors that renowned chemist and toxicologist, Dr. R. Ogden Doremus. Our conversation turned on one occasion to the subject of fires, and how to prevent them. Though it is many years since the occurrence, I still recall the learned gentleman's practical and eloquent words. They are in substance as follows:

"Fire assumes various forms," said the professor. "Sometimes, as heat, it cheers and revivifies the system enfeebled by cold; at other times it assumes the more terrific shape of conflagration, as it has frequently done in the West, and carries with it all the elements of desolation and terror. It is the most awful exhibition given to man of the potency of the Creator, its power, either for good or evil, being incalculable. Various have been the theories held at different times as to its nature. Lord Bacon maintained it was a mode of motion; the same view was held by Sir Isaac Newton, and in our own time



the theory has been revived by a number of eminent chemists, chief among them Sir John Tyndall, who has written a book in defense of its truth. It had been considered by the ancients to be one of the elements; but this is not maintained at the present day, and we are, in a certain sense, at sea as to its proper place in creation. The causes which produce fire, however, are well known, the chief among them being combustion, which is probably the principal, the main, cause of most of the fires which occur in our large cities. Particles of matter brought into contact with each other have a natural affinity, and, attracted with the wind, will, in numerous instances, kindle into a flame. We frequently read of instances where the leaves of trees, rustled by the blast, ignite and produce terrible conflagrations, such as have at times occurred in Wisconsin and Michigan, where whole forests were destroyed from this simple cause. On the same principle, a body traveling with great velocity, coming in contact with an opposing force, produces fire—as, for instance, a projectile striking against the side of a ship will send forth sparks of flame. The popular theories, which will be intelligible to all, relative to the production of this element are easily explained. It is by chemical means that we are daily mastering all the difficulties of science, and among them this principle of fire. Chemistry explains what is known as spontaneous combustion, which would otherwise seem very mysterious. If carbon or charcoal be exposed to the air it can easily ignite, and in the same way soft coal. In one year the Metropolitan Gas Company lost \$125,000 by the burning of their soft coal when exposed to the air, and in the same time twenty-eight of their coal ships which left Liverpool were never heard of—sup-



Thomas Gooderson, Chief of 12th Battalion  
New York Fire Department.

posed to have been lost for the same reason. Another great cause of fire is electricity, which was fearfully illustrated by the destruction of Chicago. The air is surcharged with the ether electric force, and during certain weather this can be easily proved. If a person who walks a distance on a cold day comes into a warm room and rubs his feet for a length of time on a carpet or rug, in a short time the electricity will penetrate to the very tips of his fingers, and a match applied to them will ignite a flame. This theory explains such phenomena as we read about in the papers in connection with the destruction of entire cities. People who live long distances from where the fire is raging, who have no idea of moving to a place of refuge, suddenly discover their houses on fire, in a manner that seems inexplicable to them; the truth of the theory is easily explained. Great fires create a strong current of electric air, which travels over great distances, frequently firing a city in places widely apart. The knowledge of this principle should create a counter element to prevent such disasters, and it is believed chemistry is able, with its comparatively limited knowledge, to suggest one. Apart from this, some valuable hints are being thrown out by men of science relative to the building of our cities. The long, narrow streets are, it is said, very dangerous in the presence of fire; short, broad streets on the European plan being much safer and much less exposed to the action of the flames. Some improvements might be made in our Fire Department. It has been suggested that instead of water being solely depended upon as an extinguisher, a reservoir should be provided in all our larger cities, filled with either carbolic or sulphuric acid, which would be much more efficacious than water. If pipes were connected with the reservoirs leading to our large establishments, in case of a fire breaking out at any time, the mere action of turning on a valve and filling the burning apartment with the gas would extinguish the flames. The same method could be employed at sea on ships, and the disasters that are now so frequent could be easily prevented and controlled."





## XV.

**I**N glancing over the names of those who, at one time or another, were prominently connected with the Fire Departments of this city, I find that a very large majority of them are or were of the best men of the metropolis. I propose to give in this chapter a short biography of some of those brave fellows.

The first chief engineer of the Volunteer Fire Department of New York was Jacobus Stoutenberg. His successors were William J. Ellsworth and Thomas Brown. These gentlemen held office during the last century. From 1811 to 1824, Thomas Franklin held the office of chief engineer. Mr. Franklin was born about 1762, and in 1783 joined 12 engine. In 1791 he became foreman, and a few years afterward was elected president of the Department. In 1799 he was appointed assistant engineer, and in 1811 chief engineer. Mr. Franklin was very popular with all classes, and was familiarly known among the fire laddies as "Uncle Tommy." He was elected register, and in 1824 led the firemen in their parade in honor of Lafayette's visit to this country. Mr. Franklin died in 1830, and his death caused universal grief throughout the city.

JAMIESON COX succeeded Chief Franklin as chief engineer, and held office from 1824 to 1828. Mr. Cox was a baker, doing business in Pike Street, and joined 26 engine in 1813. In 1822 he was appointed assistant engineer. While a member of the Board of

Aldermen from the seventh ward, he urged the formation of an alarm company, whose duties would be to ring the bells for all fire alarms. The matter, however, fell through. Chief Cox was in charge of the fire in Maiden Lane on March 8, 1827, on which occasion David W. Raymer, of 40 engine, and Francis Joseph, of 1 engine, were killed. Chief Cox was severely criticised for their deaths, but it is well known that he was in no manner to blame.

UZZIAH WENMAN was the next chief engineer of the Department, holding office from 1828 to 1831. Born in Fulton Street, January 22, 1791, he at an early age became an enthusiast on fire matters, and, as a member of 39 engine, did valiant service. In 1815 he was elected foreman of "Franklin," the name by which 39 was known at the time, and which then lay at Fulton and Church streets. Mr. Wenman was appointed assistant chief in 1822 and chief engineer in 1828. He made himself unpopular with a number of politicians because he refused to be their tool, and he was accordingly removed from office. As a proof of his popularity his friends had him appointed water surveyor. He subsequently became a Croton Aqueduct Commissioner and a member of the Assembly. While serving in the latter position, he had the firemen's term of office reduced from seven to five years. Mr. Wenman was deservedly very popular among the firemen, and, in fact, with all classes. While seated at dinner with his family one day in 1866, he suddenly ceased talking, his head fell upon his breast, and before assistance could be rendered he died, having attained the ripe old age of seventy-five.

JAMES GULICK, or "Handsome Jim," as his many friends were wont to call him, succeeded Mr. Wenman as chief engineer in 1831, and served until 1836. While a member of 11 engine, in 1824, Mr. Gulick was appointed assistant engineer, and on September 10, 1831, as a slight token of their appreciation for their chief, the firemen, by voluntary contributions, bought and presented to Mr. Gulick a silver trumpet suitably engraved, and costing \$200. In March, 1832, the representatives of the Department presented him with a silver vase, valued at \$400. Intelligent, popular, and energetic, Gulick had won the confidence and respect of the entire Fire Department. Those ambitious for political honors saw that Gulick



could be made a strong ally, but when the honest chief repudiated all suggestions to use the Department as a political machine, he precipitated a warfare the bitterness of which had not before been equaled. The result was that the Common Council removed Mr. Gulick and appointed in his stead John Ryker, Jr. The Common Council was denounced heartily for their action, and the firemen refused to do duty for a time. The incidents consequent upon Mr. Gulick's removal I have detailed at some length in another portion of my work, and will only add that the famous chief lived to be sixty-three years old. At the time of his death, which occurred in 1861, he was the most popular "laddie" in the city. Though he made considerable money during his life, he died poor. His charity was proverbial, and, as an old vamp puts it, "Jim never could see any of the boys suffer when he had anything to give." In fact, the worst thing that could be said about "Jim" Gulick was that he was entirely too charitable.

JOHN RYKER, Jr., served as chief engineer from 1836 to 1837. He was a man of handsome appearance, very energetic, and possessed of considerable executive ability. Like Gulick, his charity knew no bounds, and had he permitted sober reason to guide him on the occasion of his appointment to succeed Gulick, and had refused the honor, he would undoubtedly have become as popular as Gulick himself. To do him justice, Chief Ryker did not want the office, but he had to choose between accepting it or displeasing his political friends. He made a mistake. All of us do sometimes. Another mistake the chief made was in distributing thousands of dollars among the destitute families of his comrades in the Department, and when he died his own little ones were in need of money to meet their immediate wants. Thanks, however, to his heroic little wife, they never had occasion to know what actual want was. Mr. Ryker was born in Vesey Street, November 25, 1802, and died April 11, 1851. While a member of U. S. Engine 23, in 1829, he was appointed assistant engineer. After serving as chief he joined U. S. Hose 25, and remained with her for many years.

CORNELIUS V. ANDERSON succeeded Mr. Ryker as chief engineer on May 9, 1837, and held office until November 27, 1848. Chief

Anderson was a remarkable man in many respects, and that he was instrumental in benefiting the Fire Department and saving the city thousands of dollars, no one will gainsay. He was born in 1818, and early in life identified himself with Hudson Engine 1. He learned the mason's trade, and was at work laying bricks on the corner of Broadway and Leonard Street, when a committee waited upon him and notified him that he had been chosen chief engineer. In his efforts to save the city unnecessary expense, he antagonized the Common Council in such a way that that body resolved to remove him. To this end they created twenty-four hose companies at a meeting one night in June, 1839. The members of these new companies were facetiously alluded to by the *bona fide* firemen as "June Bugs," and though their organization gave the Board of Aldermen a working majority of nine, the city fathers dared not profit by the power they so questionably obtained. While watching the interests of the Department and saving the money of the tax-payers, Chief Anderson at the same time ingratiated himself so strongly in the confidence of his men that hardly a day passed without his popularity increasing. Presentations without number and receptions innumerable were tendered Mr. Anderson by his friends and admirers, but the sturdy old "laddie" never became puffed up with pride or overbearing through conceit. Upon retiring from the duties of chief engineer he was elected register, and during the three years he served, he paid to the city in "surplus fees" \$40,000. He was subsequently chosen one of the Board of Governors of the almshouse, and afterward was elected president of the Lorillard Fire Insurance Company. On the 22d of November, 1858, he died, and "the honest, stern, unyielding friend of truth and justice, the faithful custodian of the city's rights and honors, the warm-hearted, impartial almoner of its charities, and in private life the central attraction of a large circle of friends," was laid at rest in Greenwood, where afterward a beautiful monument, the work of Mr. Thomas F. Goodwin, an old fire laddie, who is still alive, was erected by the firemen, and to-day marks the last resting-place of Cornelius V. Anderson. In a preceding chapter I spoke at length of Chief Anderson, through Mr. Geo. T. Hope. It is well worth reading.

ALFRED CARSON was the next chief engineer, assuming the duties of his office in 1848 and serving until 1857. As early as 1837 Mr.

Carson joined 12 engine, and became assistant engineer in 1841. Chief Carson was an industrious and capable official, though his term of office was characterized by a series of disaffections among the firemen, which eventually led to Mr. Carson's defeat, after serving faithfully for eight years. Chief Carson had not been in office many days when the old Park Theater was destroyed by fire (December 16, 1848). After his retirement from the Department he became an insurance surveyor, and took his residence in Jersey City, where he resided at the time of his death, in March, 1880. The Association of Exempt Firemen, at a meeting shortly after Mr. Carson's death, adopted a series of resolutions, tendering his afflicted family sympathy in their bereavement. Four sisters still survive him. One, Mrs. Haynes, still resides in the western district of Brooklyn, another in Williamsburgh, another at Red Bank, N. J., and the other in the West.

HARRY HOWARD succeeded Mr. Carson as chief engineer in 1857, and continued in office until 1860. When an infant but a few days old, a kind-hearted old woman adopted him, and the Legislature named him Harry Howard. In 1841 he joined Peterson Engine 15, and in 1850 he became a member of Atlantic Hose 14. In 1851 he was elected assistant engineer. He is now in his sixty-third year, and though employed at some light labor in the Department of Public Works, he is almost helpless from paralysis. He tells me that his affliction was occasioned by the hard work he performed in the Department as a runner, fireman, foreman, and chief. During his term the terrible Jennings fire occurred, at which so many firemen lost their lives. Harry was a great advocate of the bunking system, and thought it did more to facilitate the putting out of fires than anything else. When he was elected chief, the Department was divided in two factions, and though his opponent, Chief Carson, was very strong, Harry had the boys with him, and he won the fight.

JOHN DECKER was the last chief engineer of the Old Volunteer Department, and undoubtedly the ablest and most popular, if we except possibly Chiefs Gulick and Anderson. Of this well-known and still popular old vamp I will have more to say further on.

JOHN W. DEGRAUW, probably the oldest New York volunteer fireman alive, is as enthusiastic now over matters pertaining to the Old Department as he was seventy years ago. Mr. Degrauw was born in the first ward of this city, on May 21, 1797, and in 1816 joined 16 engine, which then lay in Liberty Street. To converse with this octogenarian, one cannot but admire the well-preserved intellectual faculties of the old gentleman, who, physically speaking, looks twenty years younger than he actually is. When you hear him, as I have, talk about catching "killies" in Pearl, Centre and Elm

streets, and skating along Chambers, Centre and Canal streets to the North River, and across to Jersey City, it is like reading of New York during the last century. He remembers "Tommy" Franklin when that gentleman was chief engineer, and he recollects the time when the city fathers proposed making the "Collect," a pond of fresh water, on the site of which the Tombs now stands, do for a reservoir of water. At a meeting in Burns' Hotel in Washington Street, to take steps for



John W. Degrauw.

better facilities in the event of large fires, Mr. Degrauw succeeded in having two new hose-carriages added to the Department. Mr. Degrauw was an assessor from the third ward at the time, and in about five hours he raised the amount—\$1700—to purchase the apparatuses. They were housed on the site of old St. Paul's Church, corner of Church and Vesey streets. It was Mr. Degrauw who rung the alarm, in 1811, for the fire, which occurring in a carriage factory in Chatham Street, rapidly advanced to other sections, and before it could be controlled had consumed over one hundred buildings. When Lafayette visited this city a ball was tendered to him, and its success was principally due to Mr.



Degrauw's exertions. With Mr. John P. Bailey, the sugar refiner, Mr. Degrauw succeeded in getting up balls in aid of the Fire Department. He is justly called the father of the Fire Department Fund, as it was principally through his efforts that the fund was launched and kept floating in its younger days. In 1833 the old vamp was elected to the Assembly, there being but fifteen delegates at that time sent from this city. While he was in the Assembly Brooklyn applied for a charter, and it was principally through his exertions that that city was chartered at the time.

In 1872 Mr. Degrauw was presented with a handsome cane made from the timber of the first Methodist church, erected in this city in 1768. The building was located in John Street. Fifteen other canes, made from the timber of old churches and public buildings throughout the country, are likewise owned by him. A silver set and other valuable presents from admiring friends are among the many interesting objects in his handsome and commodious residence. When discussing the incidents of his earlier days in the Old Department, Mr. Degrauw becomes eloquently enthusiastic, and particularly so in his description of the manner in which the boys would test their new engines in the City Hall Park, and how the spray as it fell perpendicularly from the nozzles of the shining pipes would form an arch, through which the sun's rays would beat and produce the many colors of the rainbow. His literary tastes are decidedly of a high order, and his recent history of old New York deserves to be in every gentleman's library. During his boyhood days he had for playmates the Roosevelts, the Irvings, the Goelets, General Morris, and Mr. Drake, the poets, and old "Falstaff" Hackett, the actor. He is one of the executive committee of the trustees of the Brooklyn Academy of Music, the president and treasurer of the Brooklyn Athenæum, and for many years was the president of the old Brooklyn Horticultural Society.

To a representative of the "Evening Post" of this city he once said :

It would be necessary to know how old I am to tell you of the very early days of New York. I was born in the first ward, on May 21, 1797. That makes me eighty-eight years of age, but I suppose if I told you all I could, you would think I am as old as Methuselah. Suppose I begin down with the Battery? Well, I can recollect the Battery at any rate as far back as 1802. At that time there was a wooden battery, with

cannon on it, facing the bay, and extending nearly to the East River from the present site of Castle Garden. Upon the structure was a long promenade, fifty feet wide, and there New Yorkers used to walk, sit, and talk, and look at the water. You ascended by a staircase, at the foot of which was a little booth, surmounted by a flag-staff, and occupied by John Deelee, — his descendants are living here still, — who sold cakes and beer. Having served its purpose as a castle, it became Castle Garden, the principal place of public entertainment. The reception given in that building to Lafayette was the most splendid thing of the kind I ever saw, and I have been engaged in most affairs of that sort in one shape or another ever since. Jenny Lind sang there first in America. Every man that had money was a gentleman. Bowling Green is substantially the same now as during the American Revolution. Its iron railing still lacks the knobs that were broken off to make cannon-balls with for the use of the American army. South of it, where the British Consulate is now, was the State House, which occupied a whole block, and after serving as a custom-house, was torn down to make room for the houses of Stephen Whitney, Ferdinand Suydam, John Hone, and others. These houses are still standing. At the foot of Whitehall Street, the Whitehall boys used to row passengers to Governor's Island and to ships in the river. There was good fishing then — plenty of striped bass — and good skating in the basin. Boys of that day didn't think of going to public-houses at twelve years of age, as they do now. They played marbles or spun tops at recess in front of the old Dutch Church. There were plenty of schools in that neighborhood. All along the East River were basins which fronted on Front Street, and at which the ships were unloaded. They are all filled in now. Coenties Slip, Old Slip, Wall Street Slip, Maiden Lane Slip, Burling Slip, Peck Slip, — they are all gone. In Maiden Lane, from Pearl Street to the East River, were three markets, divided by streets; two of the markets were for meat, and the third — the nearest to the river — was called the country market. Every afternoon the farmers from Long Island came across in row-boats with their produce, and every morning you would see the market men and women standing on the sidewalks, with nice butter in pound rolls, and with a nice linen cloth over each roll; you'd take your knife out of your pocket, or a two-shilling piece, nick into a roll, taste it, and if you liked it, buy it. The very finest cuts of beef cost from eight to ten cents. You could get a string of porgies, half the length of your arm, for a shilling. After breakfast you would see the gentlemen of the First Ward going to market, followed by their servants with baskets. They got the baskets filled and sent them home. If a person buys three cents' worth of tape now, the seller must send it home for him. Then there were the milkmen, each with a wooden yoke, and a tin kettle hanging from either end, who supplied the whole lower part of the city. Milk was from six to eight cents a quart. Watermelons used to be very plentiful in those days.

There was only one ferry to Brooklyn, — at the foot of Maiden Lane, — and afterward a new ferry at Catherine Street. No steam-boat, of course, but two kinds of boats: the barges, rowed by four men each, and holding eight or ten persons; and sail-boats with deep bottoms, like those now used by the storage warehouses. They had no regular coxswain, but the first passenger who arrived took the helm. Many a time I have waited for the next boat to come, so as to have the fun of steering her. After getting out into the river, if a strong ebb-tide was on, we would bring up at Governor's Island, and there find an eddy making up stream, which took us to the foot of Fulton

Street, Brooklyn, where the landing was then, as now. Sometimes it took an hour to get across. In winter, when the river was filled with ice, I don't know how much longer we were; you can judge yourself by the present ferry-boats. Horses and wagons were in the bottom of the sail-boats, exposed, like the passengers, to all weathers, and in the open air. It was considered if a man had \$100,000 he could live in style and keep a carriage. You could hire a fine house on Broadway opposite the Park for \$800 a year. A man worth \$50,000 was a mighty big man.

My father lived to be eighty-two years old, but he was a dreadful sufferer from hypochondria. I don't hear so much of hypochondria as I did in my boyish boys. I went into a store when but ten years old. At eighteen years I was as bad a hypochondriac as my father. I used to go to a dancing-school in Washington Hall (where the Stewart Building is now), and frequently at a ball there I would run behind a curtain to keep people from seeing that I was crying. My only enjoyment was to be at St. Paul's churchyard and read the inscriptions on the tomb-stones. Finally I resolved to kick it all overboard by force of actual energy, by resolution. I got clear of it. I'll tell you what my theory is, that mind has got much to do with body; and a man must have a contented mind — must do business to be comfortable, but mustn't be troubled about having notes to pay. I ride every day, and go to bed every night at nine o'clock. \* \* \* And now, sir, here I am, and with all I've passed through — I've had several attacks of illness — I enjoy better health than I ever did, and my memory gets brighter every day.

JOHN BRICE was born September 16, 1823, in the city of Belfast, Ireland, and with his parents landed in New York a year later. His father had been successful as a weaver for many years after making New York his home, but meeting with reverses, young Brice, at the age of eleven, went to work. His life up to within a few years of his death was one of continual activity.

He was always noted for his courage and pluck, and his cool and self-possessed manner in the most trying of positions was a characteristic of the man. Although I am now writing the biographies of volunteer firemen, it may not be out of place for me to give an instance of the courage of the subject of this sketch. He proposed, when about eighteen years of age, to two companions one summer morning to swim from the foot of West Twenty-third Street in New York to a rocky point on the Jersey shore, owned by Stevens, which from the peculiar color of the stone was commonly called "Brimstone Point." The Hudson between these two points is about two miles wide. The conditions were that no boat should accompany them, and they all should return without touching the Jersey shore. In the middle of the river one of the swimmers announced his intention to return to the New York shore, and did so. Brice, however,

and his companion swam to within one hundred yards of the Jersey shore, and without touching the bed of the river, began swimming to the home-point, arriving at the New York shore in good condition.

It might be said that Mr. Brice's family was composed of firemen. He was the eldest of four sons, and joined Hose Company No. 42 December 2, 1850. His three brothers became members of the same company. He was elected assistant foreman in May, 1852; was elected foreman in May, 1853, and reëlected in 1854 and 1855. He was elected assistant engineer in 1856, was reëlected in 1859, and again in 1862. In 1853 he was appointed inspector of customs during the administration of President Pierce, and continued as such until the advent of the Republican administration. His connection with the Volunteer Fire Department ceased in 1865, at the close of his third term as engineer. In 1860 he was elected councilman in New York, and was reëlected three times. In 1865 he was elected alderman from the old twentieth ward to serve two years, and the following year was elected president of the Board of Aldermen. It was while serving in this honorable position that he received General Grant on his way to attend the funeral of General Scott. In 1868 he was elected a member of the Board of Supervisors, and remained a member of that branch of the city government until it was abolished in 1870. He was made harbor-master in 1870 by Governor Hoffman, but was superseded in 1872 by the appointee of Governor Dix.

He was essentially a man of action. In his political campaigns — taking in a period of more than twenty years — he would frequently spend a month prior to election day in hard night-work, during which time he would not average more than three hours' sleep in every twenty-four.

But his pride was in his record as an old fireman. He always dwelt upon it with delight, and when drawn out by friends, would with pleasure speak about the bravery and heroism of the old "fire laddies."

His coolness and daring were conspicuous at every fire he ever attended. But in no event were these qualities shown more advantageously to the people than during the week of the July riots in this city in 1863. Immediately prior to the riots he had been suffering severely from sickness, brought on by intense heat. When the



mob began their hellish work he donned his uniform, and daily for one week was seen on the streets of New York in the garb of a fireman. He was at the fire of the Negro Orphan Asylum on Fifth Avenue, near Forty-fifth Street. He materially helped his chief, Mr. Decker, in saving many children from the burning building, for which acts of humanity the rioters threatened repeatedly to toss him into the flaming pile. While this reign of terror was at its height, the mob, inflamed by success, set fire to a house occupied by colored people, and adjoining the corner of Twenty-seventh Street and Seventh Avenue. There was a row of houses on the avenue built entirely of wood. Whenever a hose from any fire company would be stretched in this direction, the rabble would cut it. Engineer Brice saw what terrible results would necessarily follow if the row of frame buildings were fired. The mob filled the street, deriding and ridiculing the firemen, when Engineer Brice called on the men of Hook and Ladder Company No. 2 and all good citizens to assist him. He ordered every one to arm himself with the hooks, pikes, and axes from the engine, and the brave fellows responded bravely. Taking command of the band, Engineer Brice ordered them to charge the mob, ominously shouting at the pitch of his voice, "Kill any man who resists you." The deadly hooks and pikes were leveled at the rabble, and they retreated. The block of wooden buildings was saved.

At the burning of the carpet factory in Forty-third Street, near the Hudson River, Engineer Brice and the plucky lads of 42 Hose Company did magnificent work.

In 1864 Mr. Brice was in charge at the fire of the Quaker church, and was heartily applauded for saving the building from destruction.

His thirst for fire duty was sincere and hearty. He lived near the old bell-tower in Thirty-third Street, near Ninth Avenue; and for years would often don his uniform and spend the night with John H. Sleight, the old bell-ringer, both smoking like fires, and carefully watching for a blaze; reminding one of Goldsmith's description of the villagers who at night assembled at the tavern,

When news much older than their ale went round.

His passion for fire duty was strong and earnest. While attending mass one Sunday morning, the fire-bell rang an alarm for the second district, and Engineer Brice was out of the edifice before the

sound of the bell had died away, reached the fire, and it is needless to say did his duty.

His whole life was one of activity. His fidelity to his duty in the Fire Department was only equaled by his unswerving loyalty to his political chief, Peter B. Sweeny. His affection for Mr. Sweeny was unbounded, and that gentleman never wavered in his confidence or trust in John Brice. All through his life his motto was "never violate a trust," and he never did. He died July 28, 1882.

PHILIP W. ENGS was probably the most valued friend, physically and intellectually, that the Volunteer Fire Department ever enrolled on its books. He was born in this city, in 1789, and on the 9th of December, 1813, joined 21 engine. From 1824 to 1833, he served as assistant engineer, and was elected president of the Exempt Firemen's Association in 1851, and for twenty-five successive years was reelected to that office. As a member of Assembly in 1866, he was instrumental in having a charter passed which secured to the exempt firemen the management of the benevolent fund of the Volunteer Fire Department. An honest citizen, a devoted parent, a brave fireman, and a courteous and urbane gentleman, Mr. Engs enjoyed the respect of a host of friends. He died May 19, 1875, in his eighty-sixth year. The Association over which Mr. Engs had presided for so many years presented the family of the distinguished deceased with a copy of the following resolutions, unanimously adopted at a special meeting of the organization :

ASSOCIATION OF EXEMPT FIREMEN OF THE CITY OF NEW YORK.—At a meeting of this Association, held July 20th, the following resolutions were unanimously adopted :

*Whereas*, Our venerable and respected president, the Hon. Philip W. Engs, has been called by the Supreme Being from this sphere of action, therefore be it

*Resolved*, That in the dispensation of Divine Providence we, the Association of Exempt Firemen of the City of New York, have lost one whom it has been our delight to honor, the mercantile community a generous and talented member, and his children a noble father; one who had endeared himself to all with whom he had dealings or intercourse for more than four-score years. His familiar connection with the Volunteer Fire Department of this city from the days of Chief Thomas Franklin to the day of his death, as foreman, engineer, and president of this Association, is too well known to need mention, but we cannot avoid expressing in the strongest terms we are capable of our admiration of his character in all his walks of life, as legislator, merchant, fireman, and citizen; for in whatever capacity he was called to act, he won the admiration of all, being prompt and energetic at all times.

*Resolved*, That to the surviving members of his family and to his friends we tender our sympathies, and trust that the happy memories of his honorable life and many virtues may tend in some degree to assuage their grief and console them in their affliction.

*Resolved*, That out of respect to the memory of the deceased the office of president of this Association remain vacant until the expiration of the regular term, January 18, 1876.

*Resolved*, That a copy of these resolutions, duly authenticated by the officers of this Association, be presented to the family of our deceased and worthy president.

ZOPHAR MILLS,  
Chairman.

GEORGE W. WHEELER,  
Rec'g Secretary.

Mr. Zophar Mills, in addressing the members of the Exempt Firemen's Association, spoke of his old friend and comrade as follows :

As an old merchant he stood in the front rank for energy, integrity, and honor. His abiding friendship and love of our Association knew no bounds. His written history of our Fire Department in its early days (of which he formerly read many chapters at our meetings) was to us the source of valuable information and of unbounded pleasure. Anxiously have we waited to hear more chapters read by him. But about two years ago his sight became impaired, and thus we were deprived of the gratification of hearing them from his lips. While he was a member of Assembly in 1866, he aided in passing the charter which secured to the exempt firemen "The Exempt Firemen's Benevolent Fund." This continues to distribute its charity to the needy, and I trust it will for many years to come. Such a man was our president, whom we esteemed so highly. A very large number of exempts attended his funeral, and the expressions of sorrow at his decease were universal among them. Let us imitate his virtues and do all in our power to perpetuate our charitable institution. His attachment to our Association was very strongly expressed by his having selected your two vice-presidents to act as pall-bearers at his funeral. Having been your second officer for twenty-one years, I very much miss the conferences with our late president (my near neighbor all this time) for the welfare of our Association.

ZOPHAR MILLS, a well-known and wealthy retired merchant, has been identified with the Fire Department of this city and its interests for over sixty years. Born on the 23d of September, 1809, he at the age of thirteen began running with 13 engine. In November, 1835, he was elected foreman of that engine, and in July, 1838, was elected assistant engineer. In the old days of the volunteer system Mr. Mills was esteemed one of the most efficient members of the Department. No cold was severe enough to prevent him answering an alarm, and no heat was intense enough to hinder him from attending fires, rescuing lives, and saving property. At the balls given for the

relief of firemen's widows and orphans, Mr. Mills took a special interest, and as treasurer of the ball committee the old vamp acquitted himself with considerable renown. For thirty years Mr. Mills served faithfully in the Department, during which time he was esteemed by every one for his honest dealings, heroic fire duty and earnest devotion to the interests of volunteer firemen. Resolutions upon resolutions and presents of the most costly nature were presented to Mr. Mills while serving as a fireman; and to-day he prizes these relics of the good old days past, never to return, as the proudest mementoes of his early life. On the 27th of December, 1854, the Exempt Engine Company was organized, at the house of Harry Venn, No. 298 Bowery. Mr. Mills was one of those most active in organizing this company, which on innumerable occasions did magnificent work. The first engine which this company had was old 42, commonly known as "Hay-wagon" and "Man-killer," and had been abandoned by its members on account of its great weight. The object of the "Exempts" was in case of an emergency, and when other engines failed in the efforts to control a fire,—particularly in case of high buildings,—to serve the city and prevent conflagrations. On the 27th of November, 1857, a committee, representing a number of insurance companies in the city, offered the "Exempts" a steam fire-engine. On December 5, 1857, a meeting was held in the office of the Continental Insurance Company, No. 18 Wall Street, on which occasion the committee from the insurance companies and a similar one from the Exempt Engine Company met, and it was there decided that the offer of the insurance companies should be accepted. The first steam-engine introduced into the city of New York was in 1841. The engine-house of the Exempt Engine Company was first located at No. 202 Centre Street, and later on in the City Hall Park. The last fire-boat of the present Fire Department was named "Zophar Mills," in honor of the distinguished gentleman who is the subject of this sketch. Mr. Mills is now in his seventy-sixth year, and is still hale and hearty. He is president of the Exempt Firemen's Association, and prides himself in the honor conferred on him.

MARTIN B. BROWN was one of the four commissioners appointed by Governor Fenton to organize and assume all the functions of the present Metropolitan Paid Fire Department, which went into exist-





Fire at Chittenden's, corner Broadway and Leonard Street.

ence upon the disbandment of the Volunteer Fire Department in 1865. The other commissioners were Philip W. Engs, Charles C. Pinckney, and James W. Booth. Mr. Brown's term of office was for eight years, Mr. Booth's six, Mr. Engs's four, and Mr. Pinckney's two. Theirs was no easy undertaking, but brains and indefatigable labor soon surmounted all difficulties; and the wise measures, clever suggestions and strict discipline adopted by these commissioners have their fruit to-day in our present Department—the finest in the world.

Mr. Brown was born in 1838, and for five years attended Mott Street Public School, No. 5, and so apt a scholar was he that at the age of thirteen he had made sufficient progress in his studies to enable him to enter upon the pursuits of an industry by which he has since become independently rich. Immediately upon leaving school he entered a printing-office and thoroughly learned the business. At twenty-two Mr. Brown started in business for himself at the corner of Frankfort and William streets. It was at this time—1861—that he joined 23 engine, which lay in Twelfth Street, near Broadway, and remained in the Department, doing efficient work, until its disbandment in 1865. The law establishing a Metropolitan Paid Department passed in that year, and Governor Fenton, under one of the provisions of it, was empowered to appoint four commissioners, whose duties were such as to make the position envied by many. Mr. Brown saw that the commission, of which he was a member, to properly inaugurate a new fire system in the city, had a task that might have caused even a Hercules, both in energy and intellect, to pause. Nothing but up-hill work stared the commission in the face. This vast body of men, whose ideas were either fixed or prejudiced, had to be carefully molded to the new order of things, and there the difficulty arose.

“The workingmen of the Department,” says Mr. Brown, “had been placed in a very embarrassing position by the passage of an ordinance just before the New Department came into existence. It was designed for the very purpose that had been gained by it. By its provisions any company could be ruled out of service without trial, and any who dared enter into opposition would be summarily dealt with. No matter how the members of a company might feel on the subject of pay, their tongues were tied by section 47 of this celebrated document. Just think of it: three of the then heads

of the Fire Department could, without trial, disband any fire company or companies which they considered unnecessary.

"The city gave for the support of the Fire Department six hundred thousand dollars. The actual duty was performed by less than one thousand active men. The assistant engineers and firemen got nothing for their services and paid their own expenses, and yet six hundred thousand dollars were spent in the Fire Department. That was radically wrong. If the service of the chief engineer was worth five thousand dollars, surely the service of an assistant was worth two thousand five hundred, as he did the greater part of the work. If the man who ran the engine was worth one thousand dollars, the man who held the pipe was worth quite as much. Why should the foreman of a fire company, with all the responsibility, labor, and annoyance to bear, go without pay, when others who did nothing compared with his labor got a fair salary? There was no justice in the distribution of the spoils.

"No man had ever been selected because he was a better fireman than his fellows, nor because his ability would elevate or perpetuate the organization. Chicanery and double dealing had ever been the rule. The greatest number of friends with money and political influence had ever been the means of success.

"What chance, then, had the fireman who was only known from his strict attention to the duties of his voluntary profession? The one little beacon, the chief engineership, had kept many men years longer in the service than they would have been but for the prospect ahead. Some had died on their course to it; others strained every nerve to get it by hard labor and a conscientious discharge of duty, but they had been overtaken by those who had backers of greater influence, and beaten.

"It was, therefore, time that the firemen began to look about for their individual interest. They had been tools too long. No better evidence of how little the leaders of the Department cared for them could be found than the advice they gave to hold on to a system from which they reaped all the toil and the leaders all the benefits. They had been counseled to desert their duty if the bill should become a law. This advice was given so that the leaders could come in at the last moment and gain the applause of the city by again bringing them together.

“By this act they thought they would gain some political office that would repay them for the loss of the Fire Department. But would the working firemen gain by any such means? Would he be considered in the division? No; his former services would go for naught. He would be classed among the hangers-on, and they who had used him so long when the Fire Department had life would use his carcass as a platform to gain a still higher position.

“Look at the course of the trustees of the Fire Department toward the firemen of New York at the breaking out of the war. Meetings were held at Firemen’s Hall; men were asked to join the armies; they were promised that they should be kept on the rolls of the Fire Department; that their families should be supported; that they would be protected by the Department, and that none should suffer through their patriotism.

“What was the result? In less than six months after these men had gone they,—the trustees,—indorsed by the representatives of the Department, deserted the men, their wives and children, whom they had enticed to go where the leaders of the Fire Department dared not, and left the unprotected ones to starve in the streets. They boldly struck the names of these men from the record of the Fire Department; no matter how long or faithfully they had served, no matter what were their promises, no matter who or what they were,—they were deceived. All who were not exempt firemen were betrayed. And yet these men, these parasites on the Fire Department, held up their heads in holy horror and denounced any one who had the boldness to speak against the Department they had betrayed and swindled.

“To show how little the heads of the Fire Department cared for the firemen, I will mention a certain bill which some years ago came before the Senate. In that bill was a section which gave the members of the Fire Department the full benefit of their services, as though they had served the full term of five years, provided they waited until they were regularly discharged. The leaders of the Fire Department had that section stricken out, so that none could be exempt. They feared that they might lose their hold upon the men. There could be no objections made to this section. It was just, but justice could not be counted on with such people of the Fire Department.



“There were hard working men enough to divide all the favors; men who had earned their right by hard duty, in heat and cold. Those, I thought, should be cared for, and they who had had the best places, most money, and least labor, I thought should be laid aside, lest they involved the New Department in the same ruin that their incapacity and rapacity had the Old Volunteer institution.

“Those old barnacles of the Fire Department had instilled in the minds of the active members the idea that the organization would fail if they deserted it, and made them believe that they were working simply for the love of the firemen. They brought out long-winded speeches of what they had done, and claimed payment for acts performed by them before a majority of the genuine firemen were born. They were always ready for any office of emolument or honor, and taught the young members that they alone were honored; but when they once got away from the danger of the firemen's opposition, they showed their true disposition.

“If any favor was to be shown to the reorganized Fire Department other than that named in the bill, I wanted it shown to the working firemen. I was tired of the misrule of the old heads and hangers-on. They had spoiled the best volunteer department in the country, and they would, if given an opportunity, in a short time ruin any new organization.”

Mr. Brown was chosen chairman of the Committee on Supplies and Repairs, and immediately began a series of improvements and changes in the houses and apparatus of the various companies; and though it was believed that the expenses consequent upon those alterations would aggregate a very large sum, Mr. Brown and his *confrères* managed to make the necessary changes and pay the uniformed force in addition with about \$800,000. There is no more working force in the Department to-day than there was when first organized, and the Department practically exists to-day as it was organized in 1865. Many, no doubt, have noticed an appliance on the hook-and-ladder trucks of the present Department by which these vehicles are guided through our streets on their way to fires. The accuracy with which this appliance does its work has often been commented upon, and its simplicity is as noteworthy as its usefulness is conceded. This improvement is one made by Mr. Brown while a member of the Board of Fire Commissioners, and was accidentally discovered

by him. A cylinder on one of his presses in his printing establishment was injured one day, and as he was examining the broken part, he began revolving the wheels, and as one revolved over the cogs of the other, the idea occurred to Mr. Brown that a more practical use of what he had seen would probably result in something beneficial. He went to the Novelty Iron Works, submitted his idea to the superintendent, who immediately drew out a plan, and in one week from that date Commissioner Brown steered one of the hook-and-ladder trucks from its house to Fire Headquarters. He did not patent the idea, as he believed that the Department was entitled to not only his time and labor, but whatever ideas might occur to him of benefit to the Department. After two years of faithful service to the city, Mr. Brown resigned as a fire commissioner, and was immediately appointed port-warden of New York by Governor Fenton. He was then but twenty-seven years of age, and a staunch Republican. In 1866 and 1867 he, single-handed, conducted the State Central Committee, and controlled absolutely the 10th, 12th, and 14th assembly districts. Mr. Brown is now a Democrat, though his urbanity of manner and liberal nature make him as popular with the members of one political faith as with another. At present he is identified with neither faction of the Democracy, has belonged to no committees for the past fourteen years, and though he could be elected to any responsible office in the gift of the people of this city, he refuses to be a candidate, contenting himself with printing the tickets of those who are candidates. In the matter of printing election tickets, Mr. Brown has the only complete machinery in New York by which tickets can be printed, and with his facilities he can strike off 1,000,000 a day.

It was in 1879 that Mr. Brown moved his business from Frankfort and William streets to his present locality, Nos. 49 and 51 Park Place, N. Y., which structure he owns. In 1884 he opened a branch at Nos. 206 and 208 Fulton Street, known as the railroad department, where all work for the New York Central, Erie, West Shore, the Manhattan Elevated, United Southern, and many other roads, is done. In 1866 Mr. Brown secured a portion of the public printing of this city, but when the New York Printing Company, under the auspices of Tweed and his minions, organized, Mr. Brown was forced out. Some of the departments of the city insisted upon having Mr. Brown's work,

and in 1872, when Mr. George Van Nort became Commissioner of Public Works, and a reform Board of Aldermen came into office, Mr. Brown secured several of the most important departments. Besides, as the Board of Aldermen acted at that time as a Board of Supervisors, Mr. Brown did almost the entire county work. In 1873 the city printing was designated by the charter to be done under the direction of the Mayor, Commissioner of Public Works, and Corporation Counsel. This work now includes the city "Record," which began in 1874. Mr. Brown, under the new condition of things, has done the entire city work, and as each year increases his labor, he is continually adding to his immense establishment new and complete facilities. In addition, he turns out many thousands of dollars' worth of work annually for private corporations. The premises occupied by the business are provided with presses, a number of ruling, gilding, and cutting machines of the most improved pattern, by means of which the work produced is accomplished with dispatch and in the best manner, employment being furnished on the average the year round to 160 skilled operators, sometimes 200 being employed in the composing-room alone. His pay-roll for both houses averages per week \$3000. Mr. Brown does a general jobbing and book-binding business, and makes a specialty of the manufacture of all kinds of blank books, such as journals, day-books, ledgers, etc. Throughout the entire establishment there pervades a system of order that facilitates the transaction of the business here conducted, and makes the house a pleasant one with which to establish trade relations.

Possessed of a genial nature, Mr. Brown is deservedly very popular, and the suffering he has alleviated and the misery he has prevented by his charitable donations will remain as the proudest inheritance to leave a family of which he is the devoted head.

ELISHA KINGSLAND, or as he is more generally called, Chief Kingsland, was one of the best known firemen of the country. Born in New York City, May 25, 1825, he was a go-ahead chap from his very youth up. In 1844, at the age of nineteen, he began doing fire duty, but not being twenty-one years of age (the law at that time restricting persons from joining the Department until of age), he did not join a fire company until the 15th May, 1846, when he joined

Hose Company No. 32, which was located in Third Street, near the Bowery, and was at that time commanded by John S. Marsh. In 1848 he was elected representative of the company; in 1849 elected treasurer and reelected representative; and in 1850 reelected to same office. In the spring of 1851 he was nominated as candidate for foreman, and was elected without opposition, which office he filled until March, 1854, when he was elected assistant engineer for two years, the balance of an unexpired term, and again elected in 1856, and served as an engineer eleven years; acted as chief during the sickness of Chief Engineer Decker, and was senior engineer for three years previous to being appointed chief engineer of the Metropolitan Department.

July 28, 1865, Mr. Kingsland was appointed chief engineer of the Metropolitan Department, but did not assume the duties of his office until the 1st of September, and from his long experience, coolness, and good judgment, filled the office with ability, and to the entire satisfaction of the people and insurance companies. At one time the New York press was unanimous in recommending him for the vacancy in the Board of Fire Commissioners occasioned by the death of Joshua G. Abbe.

In 1854 Mr. Kingsland met with a serious accident at a fire (a general alarm) in Forsyth Street, between Hester and Bayard, by the falling of one of the floors, by which he was badly injured. While serving in the Metropolitan Department he had many narrow escapes. November 24, 1868, at the Trinity building fire, in Broadway, the great weight on the top floor, which was on fire, caused the beams to give way, and in the fall buried beneath them Chief Engineer Kingsland, District Engineers Orr and Connelly, also foremen of 4, 6, and 10 engines, and foremen of 1 and 10 hook and ladder companies. The beams over the men's heads being all ablaze, and there being no escape, it seemed next to impossible to save them from being burnt alive, and such would have been the case if it were not that the pipe of No. 4 engine was buried with the men, and was used to direct a stream of water on the burning beams, and which succeeded in subduing the flames; the beams then being removed, the men were taken out, all of them being more or less injured, the chief receiving a heavy blow from one of the falling beams, which struck him on his back, injuring him very severely.



It would be proper here to remark that the above fire was very successfully managed by the chief. The building being a very high one and difficult to get at, and the fire being in the top of the building, the chief ordered ladders thrown across Thames Street, from the top of the corner building into the windows of the burning building, across which several lines of hose were taken, thus enabling the firemen to more effectually fight the fire and finally put it under control. Mr. Kingsland is still in the enjoyment of excellent health, and in conversation often refers with pleasure to the days when he was a fire laddie in the Old Department.

NELSON D. THAYER was born in the city of Schenectady, this State, November 6, 1818, and removed to this city in 1829. He joined the Fire Department January 8, 1838, and served eight and a half years with Union Engine Company No. 18, located at that time in Amity Street, near Sixth Avenue. This company was disbanded in 1846, and, together with a number of the old members of Engine Company 18, Mr. Thayer organized, in 1849, Engine Company No. 4. It was located in Great Jones Street. He remained in this company but a short time, and then retired from active duty.

Mr. Thayer was elected Fire Commissioner in 1859, served about one year, and resigned, feeling that the labors of the commissioners were not appreciated by the members of the Department. In 1862 he was elected representative by Engine Company 18 to represent them in the Board of Representatives. He served until the Department was disbanded in 1865. He took an active part in the demonstration made by the Old Volunteer Firemen on the 25th of November, 1883, the one-hundredth anniversary of the evacuation of the city of New York by the British soldiers.

Mr. Thayer was very active in organizing the Volunteer Firemen's Association, and was elected vice-president, February 22, 1884. He is now an active working member of the Association.

JOHN H. SLEIGHT was born corner Broome and Varick streets June 6, 1822. He commenced to run to fires with 48 engine in 1836. While serving as a volunteer, he was employed by a man named Parker in carting spring-water. Among those whom he supplied were Mr. Dan. Sweeny, of 17 Ann Street, ex-Chief Decker's

father, 15 Ann Street, and Harry Venn, at 19 Ann Street. He became an active member of 48 engine in 1842.

On the night of the firemen's great ball at the Park Theater, Smith's tea store, in South Street, near Dover, caught fire, and thirty buildings were destroyed. It was on that night, at the request of Chief Anderson, that Mr. Sleight ran from the scene of the fire up to Fifteenth Street, near Seventh Avenue, with an order to the foreman of engine 48 to bring the engine to the fire without delay. By the

time 48 arrived there was quite a number of fire-engines from Brooklyn at work on the fire.

"Mr. Sleight," says a friend of his, "was about the only young man that the foreman would let assist him in taking old 48 engine apart to clean and oil up. The occasion never happened that she was ever unable to take or give water to any other engine. He would remain three nights in the week in the engine-house, with a large hickory log of wood for a pillow, in order to catch the alarm when sounded.



John Sleight.

This he did through the winter and summer, and many was the time that he carried to a fire large wooden blocks chained together for the purpose of allowing the engine to cross gutters easily.

"In the fall of 1847 at the Sugar House fire in Duane Street, where George Kerr and Henry Fargis were killed, Mr. Sleight held the pipe of 48 engine. George Kerr had given orders to 48 to back down, and just as they had succeeded in doing so the walls fell in, and buried up the hose of the engine. This was one of the narrowest escapes Mr. Sleight ever had."

Mr. Sleight was elected assistant foreman of engine 48 in 1850, and foreman in 1851. He was elected a member of the Board of

Representatives in 1852, and served until 1856. He resigned in May of that year and joined 42 Hose, with which company he remained for several years. He was appointed bell-ringer on the West Thirty-third Street bell-tower in 1854, and held the position for nine years. It was the custom of bell-ringers to inquire of firemen returning from fires where the fire was exactly located and what damage was done, in order that they might embody the same in their daily reports to the chief of the Department. The house of 42 Hose was located in the tower of which Mr. Sleight had charge, and one night, in 1857, 42's members had returned from a fire in a scaffold yard on the corner of Broadway and Twenty-seventh Street. Sleight asked Charley Brice how much damage was occasioned, and the latter jokingly said that fifty horses were burnt. The bell-ringer so stated in his report the next morning, but when he discovered that the fifty horses were builders' scaffold-horses he went hunting for Brice, and there was a slight tinge of blood in the old man's eye.

At the burning of Higgins's carpet factory, in Forty-third Street and Eleventh Avenue, Mr. Sleight held 42's pipe, and with others of his company did good service in preventing the spread of the fire and checking what at one time threatened to be a conflagration. Mr. Sleight is still in the enjoyment of good health, and an active and energetic member of the Volunteer Firemen's Association.

NOAH L. FARNHAM, or "Pony" Farnham, as he was familiarly called, was widely esteemed by all who knew him, and his tragic death, while leading the New York Fire Zouaves at the battle of Bull Run, was the occasion of his apotheosis by the fire laddies of New York. Colonel Farnham first joined 42 engine, and subsequently became a member of Hook and Ladder Company No. 1. While serving as such, he was elected in 1855 assistant engineer. At the breaking out of the war he helped to organize the New York Fire Zouaves, composed entirely of firemen, and with Colonel Ellsworth officered the regiment when it left this city for Washington. Upon the death of Colonel Ellsworth Lieutenant-colonel Farnham succeeded in command, and had the brave fellow lived, he would undoubtedly have made the Zouaves the most formidable body of men in the entire army at that time. At the first battle of Bull Run, while leading his regiment in a charge, he was wounded and fell

helpless to the ground. He lingered for some time in the hospital at Washington, where he died. His remains were brought to this city, and resolutions of condolence with his afflicted family were passed by different fire companies, notably those of Oceana Hose Company 36. The remains were subsequently conveyed to New Haven, accompanied by his family, friends, and committees from the Zouaves, from the Second Company National Guards, the Fire Department, and the United States Chasseurs. They were received by a funeral escort, consisting of the Second Company Governor's Horse Guard, Major Ingersoll, the Veteran Grays, Major Stone, the City Guard, Lieutenant Basserman, the National Blues, Captain Bristoll and the Emmet Guard, Captain Cahill, all under command of Colonel Terry, of the Second Connecticut Volunteers, and accompanied by the band of that regiment. The Mayor and City Council and the Fire Department also joined in the procession. Through a great crowd of sympathizing spectators, and streets being hung with black, the escort proceeded slowly to City Cemetery, while the church-bells along the route were tolled, and the flags suspended at half-mast. The bearers were Captain Munson and Lieutenant Bradley, Second Company Governor's Foot Guard, Quartermaster Alling, Second Connecticut Volunteers, Lieutenant Stevens, New Haven Grays, Connecticut Volunteers, Lieutenant Geary, Emmet Guards, and Lieutenant Woodward, Veteran Grays.

Arriving at the grave, the remains were received with the customary salutes, and the head-plate of the metallic coffin was removed to allow his family and friends to take a last look at the deceased. He was dressed in gray uniform suit, and the features were well preserved, though much emaciated. Over the coffin was spread the flag of the Fire Zouaves and the national colors, together with several wreaths of flowers and the fatigue cap, which showed the mark of the shot by which he was wounded at Bull Run. The impressive funeral services of the Episcopal Church were performed by Rev. Dr. Beardsley of St. Thomas and Rev. Mr. Harwood of Trinity, and the body was committed to the tomb. By request the usual firing at the grave was omitted.

About two years ago Lieutenant Owen O'Rourke, of the Fire Department of this city, conceived the idea of organizing a Post of the G. A. R. in honor of and to be named Noah L. Farnham. He



consulted with Mr. John Kenny, and together these gentlemen for months labored earnestly, but not in vain, for success crowned their efforts. Commander O'Rourke is now known as the "Father of the Post," a title he richly deserves, and to him and Comrade Kenny may justly be given all honor for their labors.

Noah L. Farnham Post No. 458, G. A. R., Department of New York, was organized and mustered in April 23, 1884, at 208 Eighth Avenue, by C. W. Cowtan, of Winchester Post, of Brooklyn. The names of 54 charter members appear on that document, and the Post at present numbers 180. In January, 1885, the lady friends of the Post presented it with a beautiful stand of colors. There is nothing finer in the Grand Army. The presentation took place at the Ninth Regiment Armory, on which occasion Governor Abbett of New Jersey officiated. Immediately following the presentation of colors, Adjutant James Ferris, in behalf of the Post, presented its commander, Charles Mc.K. Leoser, with a beautiful badge, accompanying the present with the following neat speech:

LADIES AND GENTLEMEN — COMMANDER AND COMRADES: A very pleasant duty devolves upon me this evening; and, it strikes me, you will be pleased to know that I will be very brief. The eloquence displayed by Governor Abbett and other gentlemen who have preceded me, should fill the bill of oratory. My duty is simply to voice the sentiments of my comrades, in paying a well-deserved tribute of respect to a worthy citizen of New York,—a gentleman of education and refinement; a soldier loyal and true; an officer who, on the field of battle, in the dark days of our nation's history, held the love and respect of his entire command, and who now lives in the hearts of his comrades — COLONEL CHARLES MCK. LEOSER.

Commander, when you first came to our regiment, you found us woefully ignorant of a soldier's duty, but, in one particular only: the proper military training necessary to the perfect soldier. In all others you found us equal to the occasion, for I claim that, perhaps with one exception,—myself,—our regiment was composed of material that would favorably compare with that of any other in the great armies of our Union,—men who, on countless occasions, had been "baptized in fire," while saving the lives and property of their fellow-citizens.

We viewed your superior military schooling with rather an unloving eye. We expected you would prove a martinet in its true sense, and this we were not then prepared for. With the lapse of time we became better acquainted, and we found you a man with his heart in the right place, while you found a warm spot in our hearts, which, I am pleased to say, you are likely to retain for all time to come. I have been requested to present you with this gold, diamond-set badge—wear it over that heart so brave and so true, as a token of the high esteem in which you are held by your comrades of Farnham Post. And now, commander, let me conclude by saying, in the words of General Mansfield, "We are proud of you! very proud of you!"

The Post officers of the year 1885 are Chas. McK. Leoser, commander; John Coyle, senior vice-commander; John Castles, junior vice-commander; John J. Finn, quartermaster; James J. Ferris, adjutant; John Campbell, officer of the day; Henry Borman, officer of the guard; Samuel M. Hutton, surgeon; John McEntee, chaplain; Michael Boyce, sergeant-major; Robert R. Bowne, quartermaster-sergeant. Headquarters of the Post No. 8 Union Square, and the regular encampments are held on the second and fourth Wednesdays of each month at 8 P. M.

Among the members of the Post are many of our well-known citizens, including Colonel Charles McK. Leoser, the commander; Superintendent William Murray, of the Police Department; Captain John J. Brogan, Alderman James A. Cowie, Coroner Bernard F. Martin, John S. Hulin, the well-known Broadway stationer; Oscar A. Waller and Henry P. Niebuhr, builders; Captains Castles, Coyle, Jos. Shaw, Wm. Shaw, W. W. Brown; Lieutenants Finn, O'Rourke, Green, McCutcheon, and Hopper, of the present Fire Department; "Gus" Spence, the genial proprietor of the famous "Mataran" hostelry in Beekman Street; Wm. White, Marvin Ingraham, and "Old Reliable" Thomas F. Goodwin, chairman of the Council of Administration; William Reagan, Charles T. Farnham, William A. Farnham, John Campbell, Henry Bowman, Martin J. Keese, the genial custodian of the City Hall; and Captain Jack Wildey, an ex-coroner of the city, but better known in connection with the "Black Horse Cavalry" of the late war.

On Decoration Day, 1885, this Post visited New Haven to decorate the grave of Colonel Farnham. Before leaving its headquarters it was presented by Second Company Seventh Regiment, N. G. S. N. Y., with a beautiful floral monument, and attached to it was the inscription, "Post 458, G. A. R." A life-size figure of a New York fireman was another feature of the floral designs.

Speaking of the visit of the Post to New Haven on this occasion, the New York "Sunday Dispatch" says:

At eight sharp the Post marched to the firemen's headquarters in Eighth Street, where their firemen friends were awaiting them. Marshal Thomas F. Goodwin at once formed his line in the following order: Police escort; marshal and aids; Post band, twenty pieces; wagon containing floral decorations; Post in three platoons of twenty files front; delegation of fifty exempt firemen, under command of George W.

Wheeler; band; Volunteer Firemen's Association, under command of Marshal Crane, and headed by ex-Chief Engineer John Decker; drum and fife corps; Volunteer Firemen's Sons, under command of President Joseph H. Brice (the two latter organizations in full fire rig, the former having their hand-engine and the latter their hose-carriage).

The line of march was up Broadway to Union Square, around the statues to University Place, to Twelfth Street (where a marching salute was given Hon. S. S. Cox, our minister to Turkey), to Fifth Avenue, to Forty-second Street, to the Grand Central Depot, where a special train was in waiting to convey the entire party to New Haven. \* \* \* \* Upon its arrival at New Haven the Post was received by delegations from the different organizations of that city, and escorted to the Green, where the line was formed. Here the New Yorkers were besieged by the ladies of the "Elm City," many of whom are connected with "The Ladies' Auxiliary Corps of the G. A. R.," and who seemed to vie with each other in florally decorating "the old vets." The line of march was long and trying on the "vamps," but they stood up to it to a man, even the old exempts—several of whom have reached their three score and ten. \* \* \* \* On arrival in the Grove Street Cemetery, where Colonel Farnham is buried, the ceremonies were most creditably conducted by the officers of the Post, in the presence of an assembled multitude and their firemen friends. After the decoration ceremonies the Post was escorted by Admiral Foote Post, of New Haven, to the old State House, where a bountiful collation had been prepared by them for the "Farnham boys."

Some speech-making was briefly indulged in by Commander Leoser, of Farnham Post, and appropriately replied to by Comrade S. V. C. Simeon J. Fox, of Foote Post, many, very many attentions being constantly extended by the Ladies' Relief Corps. The Farnham boys are loud in their praise of the New Haven people, and long for an opportunity to return the honors paid them. After the decoration ceremonies the Volunteer Firemen and Firemen's Sons of New York were taken charge of by the Veteran Firemen's Association of New Haven, and escorted to the Rink, where they had prepared bounteous good things for their old visiting friends, which were heartily enjoyed by the latter. Some speech-making by ex-Chief Decker and by Mr. Higby, ex-Mayor of New Haven, followed, after which the boys prepared for home, the Post being escorted by Admiral Foote Post, and the firemen by the veterans of New Haven, the old exempts accompanying the Post all the time.

On arrival at the Grand Central Depot in this city, the reception and escort was by the Second Fire Zouaves Veteran Association, Colonel Matthew McCullough. The line of march was down Fifth Avenue to the respective headquarters, amid a complete shower of rockets, blue lights, and colored fire.

JOHN DECKER, the last chief of the Volunteer Fire Department, was born at No. 38 Vesey Street, this city, May 15, 1823. He joined 14 engine in October, 1844, but for four years prior to that time had been a "volunteer." In 1847 he was elected assistant foreman of 14, and served three terms consecutively. In 1850 he was elected foreman, and in 1852 was chosen assistant engineer. He was first elected chief in 1860, and in 1863 was reëlected, serving in that

capacity until the disbandment of the Department. Chief Decker is probably best known to my readers by the bravery, executive ability, and intelligence displayed by him during the memorable riots which took place in this city in 1863, and which were precipitated by an order of the Government to enforce the conscription in New York City. Though the story of these properly belongs to another chapter, I have seen fit, however, to refer to them in this part of my

work, and in connection with the name of John Decker, by whom they were principally quelled.



John Decker (from recent Photograph).

The draft commenced in New York on Saturday, July 11, 1863, and was held at the office of the Provost Marshal, Captain Charles E. Jenkins, in the then Twenty-second Ward, ninth congressional district, and in the building No. 677 Third Avenue. The first name drawn was that of William Jones, Forty-ninth Street, near Tenth Avenue. 1236 names were drawn, leaving a balance of 264 more. Everything passed off quietly. The draft was again resumed at the same place on Monday, July 13, and resulted in the great riot in

which so many lives were lost and untold values destroyed by violence and fire. The mob entered the office of the Provost Marshal on the day in question, and destroyed the wheel; then upsetting a large can of turpentine, set fire to it. Engine No. 33 and Hose 53 were the first fire companies to respond to the alarm, but were forced away from the fire by the rioters. Chief Engineer Decker arrived upon the ground, mounted a table, and stated to the crowd that after they had destroyed the government buildings they should not carry their feelings so far as to injure and destroy the property of private people, who, perhaps, rather more sympathized with them than otherwise. He spoke forcibly and to the point, and his remarks were well received. It was then determined that the firemen should be allowed to try and extinguish the flames, and a lull occurred among the excited people. The police, unaware of the arrangements with the firemen, advanced at this moment with the intention of making a charge. This at once excited the people, and, fancying that the officers intended to attack them, they commenced firing stones, brick-bats, and clubs at the police to such an extent that they had to beat a precipitate retreat, while many of them were severely injured. The firemen were now allowed to commence



their work, and water was thrown upon the burning buildings. For some time the flames resisted the opposing element, but finally were subdued and the crowd was dispersed. They, however, again assembled, and moved to Forty-third Street and Lexington Avenue, where they attacked the building with crowbars and pick-axes. After gutting the building they then set it on fire. They next attacked the Colored Orphan Asylum on Lexington Avenue and Forty-third Street, and after throwing the furniture and bedding from the windows, and taking whatever of property could be carried off, they then set it on fire. Chief Decker again attempted to stay the ruffians, but was unsuccessful.

About three o'clock in the afternoon of the same day the crowd, to the number of about 2000, assembled at the Armory, corner of Twenty-first Street and Second Avenue. The building was owned by Mayor Opdyke, and his brother-in-law. Some forty policemen and fifteen of the workmen were inside, armed with first-class repeating rifles. The mob burst open the doors, but were met with a volley of shots that killed half a dozen of them. The mob rallied again, however, drove the defenders out, and setting fire to the building, speedily reduced it to ashes. The mob also destroyed a couple of houses on Lexington Avenue at about the same time, but as the firemen were all engaged in the upper part of Third Avenue, they were unable to render any assistance.

Mayor Opdyke issued a proclamation warning all persons engaged in any riotous proceedings to desist at once and return to their respective employments. He also issued another proclamation requesting all loyal citizens to report at Police Headquarters to be sworn in as special policemen, and all who did not thus enroll themselves to continue their usual avocation.

About dusk on the evening of the same day an attack was made upon the "Tribune" building, but the police charged upon the crowd, and it was saved. The total loss by fire and riot up to this time was \$276,000.

JULY 14. The acts of violence were repeated, and mob law prevailed in almost every ward of the city. Business was entirely suspended, and the military and police were kept busy. Up to this time over two hundred people were supposed to have been killed.

An attempt was made to sack and burn the house of Mayor Opdyke on Fifth Avenue, but the police dispersed the crowd just as they had battered down the door and smashed in the windows. The crowd then attacked Allerton's Hotel, corner Forty-third Street and Eleventh Avenue, and set it on fire; but through the exertions of Hose Company No. 12 the fire was soon under way. The loss was about \$30,000. The mob also burned the Weehawken Ferry-house, and the fire extending to the Metropolitan Gas Company's works, destroyed that building. Hose Company No. 15 did excellent work at this fire. Another attempt was made to destroy the "Tribune" building, but the dampened paper on the premises protected it until the arrival of the police, who put the mob to flight. The firemen in the lower part of the city were kept continually on the go, both day and night, and their work was greatly impeded on account of the rioters cutting the hose. At a fire in Greenwich Street the foreman of a hose-carriage caught one of the mob in the act of cutting the hose, and promptly knocked the fellow down with his trumpet. In consequence he was obliged to fly for his life.

The building corner of Third Avenue and One Hundred and Twenty-ninth Street was set on fire, causing a loss of \$22,000. The hotel on Third Avenue and One Hundred and Twenty-seventh Street was set on fire, but the firemen of 21 hose succeeded in extinguishing it with but a slight loss. An attempt was made to burn the Harlem Bridge, but the woodwork being wet, the rioters failed. They, however, set fire to the house of Postmaster Wakeman in Eighty-seventh Street, and sparks from this fire set fire to the Twenty-third Precinct Police Station. Both buildings were destroyed. Another fire was started at the corner of Houston and Washington streets, as was also one in an adjoining lumber-yard; loss, \$6000. A building in Thirty-third Street, near Fifth Avenue, and one at No. 65 Roosevelt Street were fired, but the firemen succeeded in quenching the flames, after a trifling damage was done. Later on, a fire broke out in Batavia Street, and while it was burning, Brooks Brothers' clothing house in Catharine Street was sacked, but the firemen, with the aid of the police, succeeded in preventing any further damage.

The premises of Captain Duffy, Provost Marshal, were fired, the rioters throwing the contents of the store into the street. The firemen were attacked by the crowd and driven back. They finally succeeded in saving the adjoining property. The gas-house at the foot of East Fourteenth Street was set on fire and destroyed. The mob took possession of Webbs' ship-yard, intending to burn it, but the military, police, and firemen succeeded in saving it. It is estimated that over 150 negroes were killed and wounded during the three days of the riot.

The most important incident of the fourth day of the riot was the letter of Archbishop Hughes, addressed to the Catholics of New York, through the press, in which he advised them to respect the laws and refrain from any riotous acts.

JULY 15.—The Board of Aldermen, at a meeting, voted the sum of \$2,500,000 for the relief of drafted men (conscripts).

The firemen of the down-town wards organized as a patrol for the protection of property while the police were fighting the rioters.

A fireman in Thirty-third Street, while engaged in washing off the hose after returning from a fire, was shot. The bullet was intended for the mob, who were then being chased through the street by the military.

During an altercation between a white man and a negro at Thirty-second Street and Seventh Avenue, a crowd which had congregated became exasperated, and set fire to the large tenement house No. 91 West Thirty-second Street, besides a number of other buildings in the rear, and all occupied by colored people. They were totally destroyed.

A crowd assembled at Twenty-second Street, near First Avenue, and set fire to the Eighteenth Precinct Police Station. The flames extended to the fire-bell tower, and also to the engine-house of No. 51. They were all destroyed. Loss, \$25,000. Another crowd assembled in Thirty-second Street, between First and Second Avenues, and made an attack on a tenement house occupied by colored people. A negro drew his pistol and discharged it into the crowd. The mob rushed into the house, caught the negro, and hanged him from a lamp-post, after which they set fire to the building, completely destroying it. The ruffians then proceeded across to Twenty-eighth Street, near Seventh Avenue, and searched another tenement occupied by colored people, which they subsequently set fire to, but it was happily saved from destruction. The

house of Mr. Gray, on Third Avenue and Eighty-eighth Street, was sacked and then set on fire. The members of Engine Company No. 45 arrived and extinguished the fire. The building was fired four times, when the firemen finally pulled it down to prevent the fire from spreading. Engine No. 45 was especially mentioned by the press for the energy they displayed in extinguishing fires in their district.

The mob next visited the negro tenements in Twenty-eighth Street, near Third Avenue, and after driving the inmates into the street, set fire to the building. The firemen responded promptly, and soon succeeded in getting the fire under control. This was the third time that this property was set on fire. A crowd later in the day threatened to break into a tailor's shop near Whitehall Street, but the firemen, after considerable difficulty, prevented them.

JULY 16.—A store in Greenwich Street was sacked of boots and shoes and then fired. It was finally put out by the police and firemen.

The row of frame buildings on Twenty-seventh Street, near Seventh Avenue, the quarters of the negro population, were several times set on fire and put out by the firemen. It was at last determined to tear them down, in order that a large conflagration might be averted. Several fire companies from distant districts accordingly came upon the ground, set to work with the consent of the authorities, and in a short time demolished the whole row.

The New York "Times," in describing the outrages perpetrated by the rioters in the destruction of the Colored Orphan Asylum, at Forty-third Street and Fifth Avenue, says:

Here it was that Chief Engineer Decker showed himself one of the bravest among the brave. After the entire building had been ransacked, and every article deemed worth carrying away had been taken,—and this included even the little garments for the orphans, which were contributed by the benevolent ladies of the city,—the premises were fired on the first floor. Mr. Decker did all he could to prevent the flames from being kindled; but when he was overpowered by superior numbers, with his own hands he scattered the brands, and effectually extinguished the flames. A second attempt was made, and this time in three different parts of the house. Again he succeeded, with the aid of half a dozen of his men, in defeating the incendiaries. The mob became highly exasperated at his conduct, and threatened to take his life if he repeated the act. On the front steps of the building he stood up amid an infuriated and half-drunken mob of two thousand, and begged of them to do nothing so disgraceful to humanity as to burn a benevolent institution, which had for its object nothing but good. He said it would be a lasting disgrace to them and to the city of New York.

These remarks seemed to have no good effect upon them, and meantime the premises were again fired—this time in all parts of the house. Mr. Decker, with his few brave men, again extinguished the flames. This last act brought down upon him the vengeance of all who were bent on the destruction of the asylum, and but for the fact that some firemen surrounded him, and boldly said that Mr. Decker could not be taken except over their bodies, he would have been dispatched on the spot. The institution was destined to be burned, and after an hour and a half of labor on the part of the mob, it was in flames in all parts.

The New York "Herald," in commenting upon the incidents of the riot at the time, says :

No class of men are more entitled to praise for heroism and self-sacrifice, as displayed in the recent uprising against the draft ordered by President Lincoln, than the firemen of New York, in extinguishing fires and saving valuable property that would have been destroyed had they not interposed their objections and determined to execute their functions at every hazard. \* \* \* Hundreds of thousands of dollars were placed in jeopardy, and only saved by the prompt interference of the firemen. \* \* \* Chief Engineer John Decker is especially entitled to the gratitude of the owners and occupants of real estate in the upper section of the city. That he absolutely saved to them their homes and contents is conceded by everybody. Never since the days of Gulick and Anderson has the Fire Department been managed with so much signal ability as during the time it has been controlled by Mr. Decker, and we sincerely believe it will be a great while ere the firemen will dispense with his valuable services.

As a fireman, Mr. Decker was undoubtedly one of the most enthusiastic of his day. Though always present where the flames were fiercest and where danger seemed most imminent, the old chief always escaped injury. At the fire in the Duane Street Sugar House, where Kerr and Fargis were killed, Mr. Decker held 14's pipe, and was talking to Mr. Fargis when the wall fell in and crushed him. They were standing in the street in front of the big archway of the building. "When the wall came," he says, "it came with a thud and a hissing. A fireman is always on the alert for the significance of any unusual sound, and I looked up and saw steam and shavings pouring out of the round windows of the top floor. Instantly a part of the cornice dropped beside me, killed Fargis and broke part of 38 engine. Fargis had started to run into the archway, and had just got on the sidewalk when he was struck on the head. I have been at three or four fires in sugar houses, and they all exploded like steam-boilers. You have no idea of the extent to which even business men of high intelligence who were firemen carried their enthusiasm. Fire duty was their religion; they sacrificed to it health, wealth, strength, wife's society, everything."

The first copper-bowl trumpet ever made in New York City is owned by Mr. Decker—a present to him many years ago. Besides, he still shows with pride a beautiful silver trumpet which was presented to him by the Rev. Dr. Burchard, in behalf of the members of old 14 engine.



The very mention of the name of John Decker is in itself the story of a life's devotion to the great Department with which he was connected for upward of a quarter of a century, and over which he presided as its chief executive officer with such signal ability during five years.

In appreciation of his long, faithful, and efficient services, he was placed at the head of the Department, in the struggle for which his friends stood nobly at his side, and triumphed at last in the most decided manner. His administration was eminently fit, proper, and becoming. Mr. Decker was always true to the Department, true to its interests, true to its principles. He served many long years in its active ranks, and won honor and respect from his co-laborers in the good work—men with whom it was an honor to claim friendship.

By his strict economy and attention to financial matters, he drew to his support a larger and more influential class of men than any other man that ever held the position.

Prompted through love for his old associates, he decided to have what few old vamps were living at the time assigned in one of the divisions in the parade in the Centennial Anniversary of the Evacuation of New York by the British troops, in 1883. With those whom he gathered together on this occasion, he formed the nucleus of an organization which to-day ranks second to none of its kind in the country. His efforts in organizing the Volunteer Firemen's Association of this city were impeded by many obstacles; but that indomitable pluck and perseverance which always characterized him served him well, and he at last succeeded in bringing to almost perfection an organization that every old fireman of New York is proud of. His term of office having expired, Mr. Decker, on February 27, 1885, was reelected President of the Association by a handsome majority. His zeal for the Society's welfare never relaxes; and when, through his exertions, a ball was given at the Metropolitan Opera House on February 10, 1885, the future success of the organization was decided. On this occasion, all the young folks of the fire laddies were invited, and all of them seemed to have accepted, for at midnight the house was completely filled, and dancing was a difficult effort in the midst of the jam. The boxes presented a brilliant appearance, and with Bernstein's orchestra for the dancing, and Gilmore's full band to furnish military music, there

was no lack of good and inspiring harmony ; and many a gouty and rheumatic limb regretted the days when it tripped so gayly at the famous firemen's balls and hops.

Mr. John Decker had a busy time as general welcomer, and not only had he to grasp the hand of many a New Yorker and hear words of hearty greeting, but there were delegations present from Boston, Philadelphia, Baltimore, Washington, and Albany, and to these visitors were all the honors paid. The last fire Chief Decker attended was on the 31st of August, 1865. "It was in the rear of a stable in Mulberry Street, near Canal," said the chief to me recently, "and after I had seen that the fire was out, I returned to my office, locked the door, and left the key in an adjoining store. At eleven that same night Elisha Kingsland was appointed my successor, and at two o'clock the next morning, September 1st, a fire occurred, and an attempt was made to run the engines into the gutter. Some few days before this I visited the new Board of Fire Commissioners at the office of the Board of Underwriters, and there President Pinckney handed me my appointment. It read that I should have full control except at fires.

"Then this Board proposes to superintend the placing and replacing of pipes at fires," I said to the president.

"Yes, sir, they do," replied Mr. Pinckney.

"Well," said I, "there are four commissioners and myself, which make in all five. Five captains will sink any ship, and I don't propose to sail in your craft."

In his last report to the Common Council, Chief Decker speaks of the proposed new Fire Department, the Old Department, and the volunteer firemen, as follows :

In the early part of last January, I saw by the newspapers that notice had been given in the Senate of this State that a bill for a "Paid Fire Department for this city would be presented. I immediately had a meeting called to ascertain the feeling of the firemen on this subject, and it was unanimously resolved that we earnestly but respectfully protest against the passage of any bill for a paid Department. The Department was almost unanimously opposed to any change, and our arguments before the Committee of the Assembly were so powerful and unanswerable, that I am of the opinion that the Metropolitan Fire Bill would have been defeated, as it should have been, had not some of the insurance companies of this city submitted to a tax on their capital, amounting to fifty thousand dollars (\$50,000), and placed it in the hands of a committee who were urging the passage of the Metropolitan Fire Bill, after which

arguments were in vain. I regret having to say that any moneyed corporation in the city of New York would use its capital for such a purpose.

We have a paid Fire Department now, and the people must, for a time at least, submit to the influence of the moneyed power of this city, notwithstanding the cost of one hundred thousand dollars (\$100,000) per month, when the same work could be done better, more satisfactorily to the people, and with less loss of property, for one-quarter that sum.

While the Metropolitan Fire Bill was pending before the Legislature, its friends abused the members of the Volunteer Department shamefully, calling to their aid almost all the epithets and vile slang that low minds could invent; but, notwithstanding all this untruthful, uncalled-for, and unnecessary abuse, the firemen did not desert the people in the hour of need, although the friends of the bill asserted that the moment it would pass the Legislature they would cease to perform duty, and even went so far as to ask the assistance of the police to extinguish fires; but, on the contrary, up to this date the firemen are performing their duty as faithfully and cheerfully as they ever did, and they will continue to do so until honorably discharged.

The firemen of this city are as intelligent, honest, sober, and industrious as any body of nearly four thousand men in the world. Some of our best merchants, bankers, mechanics, and tradesmen have been and are at present members of the Fire Department, and are proud to have it known in their social and business circles, and will always be pleased to remember that they belonged to the Volunteer Fire Department of this city.

In concluding this, my last report, I desire to return my thanks to the firemen for the prompt manner in which they have always obeyed my orders and discharged their duties since they have called me to command them; also, for the profound respect with which they always have treated me, either on or off duty.

FRANCIS J. TWOMEY, the present Clerk of the Common Council of this city, was born near Montreal, in Canada, in the year 1825, and came to this city with his parents in 1836. He joined Aurora Engine Company No. 45, Feb. 2, 1847, and served his full time as a member of that company. He subsequently aided in organizing Aqueduct Engine No. 10, and served some time as a member of that company, although at the time he was an exempt. Engine 45 was located at the time I speak of on the north-east corner of Third Avenue and Eighty-fifth Street, and 10 engine lay in Eighty-second Street, west of Third Avenue.

Captain Twomey is a practical printer, having served his apprenticeship in the printing-office of Francis L. Hawkes, D. D., attached to St. Thomas's Hall College, Flushing, L. I., where was printed and published "The Flushing Journal," of which Charles R. Lincoln was editor and proprietor. He began his apprenticeship in the spring of 1841, and remained in the office of "The Journal" until

the fall of 1844, when he came to New York City and obtained employment in the "Sun" job-printing office, on the corner of Fulton and Nassau streets. He was subsequently employed as a compositor on "The Evening Mirror," corner of Ann and Nassau streets, then owned and edited by General George P. Morris, Nathaniel P. Willis, and Hiram Fuller; next on "The Home Journal," owned and edited by General George P. Morris; and next, from 1849 to 1855, in the office of the then printers to the city corporation, Messrs. McSpedon & Baker, 25 Pine Street, having had charge of that establishment for two years.

In 1855 he was, while yet with Messrs. McSpedon & Baker, elected one of the two assessors by the people of the Nineteenth Ward, and in 1856 was appointed captain of the police of that ward by the then Police Commissioners, Fernando Wood, Mayor, James M. Smith, Recorder, and Sydney P. Stuart, City Judge. He held the office until the advent of the Metropolitan Police.

As foreman and proof-reader in the establishment of McSpedon & Baker, he had unusual opportunities to learn the details of the duties of the clerk of the Common Council, as he read all the proof-sheets of the proceedings of the two Boards of Aldermen and assistants, as well as many other publications connected with our municipal history and government, notably, the original charter, with Kent's "Commentaries," several editions of the revised ordinances of the city, the "Estate and Rights of the Corporation," "The Corporation as Proprietors," by Murray Hoffman, and other standard works, so that he became thoroughly conversant with the rights, powers, and prerogatives of the city corporation before he became connected with the city in an official capacity.

It was while thus employed that he made the acquaintance of the late David T. Valentine, then and for many years previously Clerk of the Common Council, and he superintended the printing of the first volume of a history of this city, written by Mr. Valentine.

On the 1st of October, 1857, Clerk Twomey was appointed by Mr. Valentine as an assistant clerk in his office, and in May of the year 1858 he was appointed deputy in place of Mr. John H. Chambers, the present Water Register, who resigned in order to accept a more prominent and lucrative place under ex-Mayor Edward Cooper, then Street Commissioner.



Mr. Twomey held the office of deputy ten years under Mr. Valentine, two years and a half under Joseph Shannon, one year and a half under John Hardy, and two years under General Joseph Pinckney.

He was elected Clerk of the Common Council in 1875, and has retained that office by appointment annually of each successive Board of Aldermen, of every shade of politics, until the present time, except that for ten months, in 1879, he was deputy to the present police justice, Jacob M. Patterson. From 1857 until 1869 Mr. Twomey was Clerk of the Committee on Finance; and as all the appropriations for the support of the city government—being the annual tax levies for these several years—were made up and passed upon by that committee, he thus became thoroughly acquainted with the financial affairs of the city. The tax levy of 1870 was the last one prepared by the corporate authorities, as the State Legislature in that year transferred that duty from the people's representatives in the Common Council to other city officials.

Mr. Twomey, in addition to his ordinary duties, has compiled many books of reference, some of the celebrated annual "Manuals of the Corporation of the City of New York" being wholly his work. The report of the committee charged with the management of the "Obsequies of President Lincoln," the edition of the "Railroad Grants and Ferry Leases," published in 1866, and other works of like character, were compiled by him, while many of the reports of the Committee on Finance, particularly that of 1867, show an intimate knowledge of the intricacies of our local government.

Mr. Twomey, from his long connection with the government of our city, is probably the best living authority on the laws and ordinances relating to the municipality. He has acquired this knowledge by practical experience, as he has been closely identified, and more or less affected, officially, by the various changes brought about in our local affairs by the action of the State Legislature during the past thirty years. He is a close observer, a deep thinker, and an able writer: and as these acquirements are indispensable to an efficient performance of the duties incumbent upon the Clerk of the Common Council, the city is fortunate in possessing such an officer. He is assuredly "the right man in the right place."

MARTIN J. KEESE was born in the Eighth Ward of this city, in 1837, and moved to the Sixth Ward in 1839, where he has since resided. He began his fire career as a volunteer with Fulton Engine Company No. 21, and in 1858 became a member of M. T. Brennan Hose Company No. 60, from which company he was elected a representative to Firemen's Hall. At the breaking out of the rebellion he joined the famous Ellsworth Zouaves, and in the first engagement was seriously wounded, as was also his brother William (a member of Engine Company No. 21, who subsequently died from the effect of his wounds). Mr. Keese was discharged from the army in consequence of his wounds, and shortly afterward rejoined his old companions in the Fire Department, serving as foreman of 60 Hose until relieved in the fall of 1865 by the new Commissioners of the present Fire Department. When the new law went into effect, most of the firemen in the Old Department were in favor of at once ceasing to do duty. A meeting of the Board of Foremen was held at Firemen's Hall to take action upon the question as to whether the various companies would at once disband. During the debate, Mr. Keese introduced a resolution reciting that it would be a serious reflection upon the members of the Department, and the cause of great anxiety and dread to the residents of the city, should any company refuse to do duty, and "that as good citizens we should continue our services to the city until the new Commissioners are in working condition to properly relieve us." This course was happily pursued, the resolutions being adopted by a handsome majority. At a subsequent meeting of the new Commissioners, a vote of thanks was tendered to Mr. Keese for his action. Mr. Keese was elected four times consecutively as foreman of his company, and was in harness at the disbandment of the Department.

After his discharge from the army Mr. Keese returned home. His business (that of manufacturer of plumbers' materials) had been ruined, and he at once went to work as a journeyman, where he remained until offered a position in the comptroller's office, only leaving that to accept the position of deputy sheriff under his old friend, the late Sheriff Matthew T. Brennan. While in the sheriff's office he made many important arrests, and was with Sheriff Brennan when he arrested both Tweed and Connolly. Mr. Keese was locked up in Ludlow Street five weeks as the custodian of Connolly, and

was with him when he was discharged on bail on New Year's Day, 1872, by the late Justice Barnard.

In 1855 Mr. Keese joined the forces of General Walker (at least he endeavored to do so), and was actually on board of the steamship which was to carry the recruits to Nicaragua. As he had no passage ticket he, with a number of others, was put ashore at Sandy Hook, and told by the pilot of the *Enchantress*, No. 18, to wade in. The wading was not very pleasant, considering that the time was night and the season winter. However, the party waded through the surf on that cold January night, and proceeding along the beach came to an old hulk, where they lit a fire and thawed the ice from their clothing. Here they passed the night as best they could. The party arrived in this city, after a journey of three days, pretty well cured of all desire of becoming filibusters.

A remarkable incident in Mr. Keese's early life was his selecting to serve aboard the ill-fated steamer *Pacific*. He had taken the place of a young man who was very popular among his friends, but who, it was thought, could not accompany them on that occasion, on account of sickness. To the surprise of every one, he put in an appearance just as the ship was moving from her dock, and at the solicitations of his chums he reluctantly decided to go on the trip. Mr. Keese gracefully yielded, and was told that arrangements would be made for him to go on the next trip. The *Pacific* put out to sea, and has never been heard of from that day to the present. As the present custodian of the New York City Hall, Mr. Keese enjoys an honorable and responsible position, and in the discharge of his duties his courteous and obliging manners have gained for him friends whose name is legion. Though enjoying only a common-school education Mr. Keese possesses ability of a very high order. A ready debater—even eloquent at times—he never fails to urge his views in language not to be misunderstood. Strong in his likes and dislikes, he is honest in his dealings, trustworthy in his promises, and a friend whom any might be proud to claim.

His indefatigable labors have aided materially in making the Volunteer Firemen's Association of this city what it is. Of his good work in this matter I have spoken at length in a preceding chapter. He is also a member of the Exempt Firemen's Association, and is a charter member of the Noah L. Farnham Post, No. 458, G. A. R.

Mr. Keese has one great weakness, and he cannot disguise it. On the slightest occasion he will insist upon singing that popular old fire laddie's song, entitled,

### HUNT THE BUFFALO ;

OR, THE BANKS OF THE PLEASANT OHIO.

COME all ye likely lads that have a mind for to range,  
Into some foreign country your situation to change ;  
In seeking some new pleasures we will all together go,  
And we'll settle on the banks of the pleasant Ohio.

#### CHORUS.

And we'll range through the wild woods and hunt the buffalo ;  
And we'll range through the wild woods and hunt the buffalo.  
All ye girls of New England who are unmarried yet,  
Come along with us and rewarded you shall get ;  
For there is all kinds of game, besides the buck and the doe,  
And we'll range through the wild woods and hunt the buffalo.

The fish in this river are good for our use,  
Besides, there is lofty sugar-trees that yield us their juice ;  
There's all kind of grain in Kentucky doth grow,  
And we'll drain the rich man's gold from the New Mexico.  
And we'll range through the wild woods, etc.

To sit down to your wheels, girls, it will do you no harm,  
To spin yourselves some clothing to keep yourselves warm ;  
If you card and spin, girls, we will plow, reap, and sow,  
When we settle on the banks of the pleasant Ohio.  
And we'll range through the wild woods, etc.

If by chance the wild Indians should happen to come near,  
We'll all unite together with heart and with cheer ;  
We'll march through the town, boys, and strike a deadly blow,  
And we'll drive them from the banks of the pleasant Ohio.  
And we'll range through the wild woods, etc.

It is now to conclude, without giving offense,  
Each one has a right to choose his own residence ;  
But I will choose my residence where milk and honey flow,  
And we'll settle on the banks of the pleasant Ohio.  
And we'll range through the wild woods, etc.



JOSEPH L. PERLEY was born in New York on the 4th of August, 1836. At a very early age he displayed a marked liking for the life of a fireman, and an unusual zeal and intelligence in the performance of fire duty. In 1856, when twenty years old, he became a member of Live Oak Engine Company No. 44. After four years' active service he was, in 1860, elected assistant foreman; his capacity was so noticeable that in 1862 he was elected an assistant engineer of the volunteer force. On the organization of the Metropolitan Fire Department, in 1865, Mr. Perley was appointed first assistant engineer, being thus placed second in command to the chief, Mr. Kingsland.

Being a practical machinist, thoroughly conversant with the workings of steam fire machinery, he was chosen as the proper officer to organize a bureau for repairs. Under his supervision the extensive repair shops of the Department have grown; all of the apparatuses were placed in complete order, and many improvements introduced. In the year 1867 Mr. Perley was relieved from duty as superintendent of repairs, and assigned to the command of that department lying north of Twenty-third Street and extending to Harlem River, the chief engineer performing duty only below Twenty-third Street. He was in this position so faithful and competent that, upon the resignation of Mr. Kingsland, in December, 1869, Mr. Perley was appointed by the commissioners to succeed him as chief engineer. He held this post with marked executive ability until May, 1873, at which time, upon the reorganization of the Fire Department, he was appointed by Mayor Havemeyer President of the Board of Fire Commissioners.

During his service at its head, the New York Fire Department was constantly becoming more efficient, and had long been admitted to be without a rival. This gratifying result was due more to Mr. Perley than any other one man. He had been continually seeking to improve the discipline and working capacity of the force, and he found time also to make great improvements in the machinery and appliances for extinguishing fires. His appointment as President of the Board of Commissioners was only a just reward for long, faithful, and intelligent services. The appointment of Mr. Perley—although a great surprise to the politicians, who believed it impossible that a responsible public office should be given to a creditable record and

eminent fitness—was entirely understood and appreciated by the men of the Fire Department, whose confidence and respect he had always possessed, and gave universal satisfaction to the citizens. Among the number of daily papers published in New York, there was not one whose editors did not commend his appointment as a most deserved recognition of his abilities. When his name was presented to the Board of Aldermen for confirmation, the vote was unanimous in his favor, many of the aldermen complimenting Mayor Havemeyer upon his selection of one so well qualified for this very responsible office.

Mr. Perley is a cultured gentleman of quiet demeanor, unexceptionable habits, and refined appearance and manner, and was, therefore, well fitted to adorn the high office which he so ably filled, as well as to discharge its duties to the satisfaction of the public.

JOHN GILLILAN was born in the city of New York, in Broad Street, and commenced his fire career very early in life. When he was of age to run around, he took to Engine Companies 9 and 11, who were at that time great companies. The former lay in Marketfield Street, near Broad, and Engine Company 3 and Hook and Ladder 1 in the rear on Beaver Street. Engine Company 11 then lay in the rear of the market in Old Slip. These companies often met in Wall Street, and their races were joined in by young John. Finally, Mr. Gillilan became foreman of Hose Company No. 38, and remained as such for nine years. In consequence of failing health, he retired, and changed his residence to Harlem. His friends, and even Mr. G. himself, supposed that he was done with his duty; but the old fire spirit was there, and only awaited a little reaction of the body to get again to work. I recollect well the difficulty Mr. Gillilan had to leave No. 38. They did everything they could to keep him, but they knew that when he had settled anything in his mind he could not be changed, and they lost him.

Before leaving, the company presented him with a splendid service of silver, as a mark of their appreciation and regard. Mr. Gillilan was one of the best friends the Fire Department ever had. He looked to its interests in preference to himself. No act of his could be attributed to a selfish motive. He had fire honors thrust upon him simply because he was the best man for the place, and on

every occasion, when he found that a deserving man could be benefited by his action, he has given up places to which many would aspire. Mr. Gillilan was, at the time of his withdrawal from Hose Company 38, the Secretary of the Fire Department. He succeeded Geo. H. Purser in the place, and kept for five years the books of the Department.

Mr. Gillilan had resided in Harlem but a short time when the law, by which the engineers of the Fire Department held office for an indefinite period, was changed to the term of three years. Mr. Gillilan, having resigned from the Department, was not eligible to the position; but the firemen of Harlem wanted him for their engineer, and elected him immediately foreman of Engine Company No. 35, and at their solicitation he became a candidate. The law relative to engineers was very singular at that time. No provision was made for Harlem; so that when the election came off, Harlem was forgotten, and the lower part of the city had all the engineers. Mr. Gillilan then turned all his attention to Engine Company No. 35, and that company soon advanced in numbers and efficiency, and became the hardest-working company in the upper districts. The following winter, an ordinance giving Harlem an engineer was adopted by the Common Council. It was obligatory that the fireman elected should reside in Harlem.

Nearly every fireman will recollect the great excitement of that election. It was at the time the great Carson and Anti-Carson May meetings were held, some of a social character, and some political, but all tended to "Carson and Anti-Carson." Every fire company in the city was canvassed for votes, as on the result of this election was based the standing of the chief engineer. Gillilan was "Anti-Carson," and the result of the election was that he received more majority than his opponent did votes, although the opposing candidate stood well socially and as a fireman. Mr. Gillilan served his three years, and then retired. After declining to again become a candidate, there was another presentation,—another silver set, comprising a large salver and three pitchers,—and another social gathering that those present will never forget.

WILLIAM H. NASH was chief of the Fourth Battalion New York Fire Department when he was killed at the aerial ladder accident,

of which mention is made in another portion of this book. A few facts regarding this chivalrous man can only be at this time noted.

He was born in New York in 1832, and learned the trade of gilder. In 1852 he entered the United States Army as a private in Battery B, Third Artillery, then in California. In 1853 he volunteered to carry the mail from "Eagle Pass" to Loreda, a distance of 135 miles. This was during the Comanche war, and this duty was extremely hazardous, Nash being obliged, alone, to traverse a tract of country infested with the fiercest of red savages.

For this he was made a sergeant, and volunteered with a detachment, some time later, in a movement against the Indians in Oregon, and in an engagement with them received a bullet in his spine, and was carried by a few comrades through a wilderness at night, pursued by a tribe of shrieking Comanches, and was finally about to be left for dead, his wound being pronounced fatal. But Captain Ord (afterward General Ord) refused to abandon the hope that Nash would recover, which he did, and lived to show himself one of the most daring of the Union officers in our late civil war.

He was promoted captain in Berdan's Sharp-shooters for gallantry in the Seven Days' battles, and led the regiment at the crossing at Kelley's Ford (when the commanding officer was killed), and being the first to cross the river under a murderous musketry fire from a concealed enemy. His bravery on another occasion called from the commanding general, D. B. Birney, a letter expressive of his admiration.

On the 5th of May, 1863, he was taken prisoner in Birney's memorable charge at the Wilderness, and for a year afterward endured the horrors of the Confederate prisons, from which he made repeated and thrilling escapes.

His brilliant career in the Fire Department, and rapid promotion, his long chapter of escapes in his fearless performance of duty at fires and oft-repeated rescue of women and children from a fiery death, richly merited the Bennett Medal that his official superiors hung upon his manly breast.

For ten years he was an active member of New York Lodge, No. 330, to which he was devotedly attached, and was cherished by that body for his many good qualities; and was also a member of



Ancient Chapter, No. 1, R. A. M., and of Columbian Commandery, No. 1, K. T.

The generous tributes paid to his memory by his Masonic brethren were never more wholly deserved by a craftsman, for that noble heart, though brave to a fault, was yet more generous and sympathetic. Yes, he has gone, the brave fellow! and, "with harness on his back," died where he lived and loved to be, at the post of danger. Green be the turf above him!

The funeral took place from the church corner of Ridge and Broome streets, and was under the immediate direction of New York Lodge, No. 330. The body was conveyed to the church under escort of a battalion of firemen, under command of Chief Rowe. It was inclosed in a handsome rosewood casket, and dressed in the uniform of his position in the Fire Department. The chancel, where the body was placed during the religious service, conducted by Rev. Dr. Donnell, was profusely decorated with flowers in wreaths, crosses, columns, furnished with a lavish hand by lamenting friends. Needless to say, the church was crowded to its utmost capacity, and that thousands, unable to obtain admission, thronged the surrounding streets.

When the last spectator had viewed the remains of the departed brave, they were borne to the hearse, and the procession was formed, consisting of an escort of police under Inspector George W. Dilks; detachments from the Department and the various army organizations of which the deceased was a member; Columbian Commandery, No. 1, Knights Templar, under E. Sir Walter M. Fleming; Ancient Chapter, No. 1, M. E. Wm. Fowler, H. P., and New York Lodge, No. 330, W. John Griffin, Master, all of which organizations appeared with full ranks, and moved to Greenwood Cemetery, where the last offices of the craft were performed by the Lodge.

SAMUEL LONG, a typical New Yorker and one of the most efficient members of the Old Department, died in December, 1865. There were wet eyes around Clinton Market on this occasion, and many a stout heart, when it knew Sam Long had gone down the road from which there is no coming back, melted a little and felt sad before its strings tightened up to travel on again. Who so jolly, who so free, who so generous as Sam when in the heyday of life?

He was the most welcome comer among all who gathered around the Spring Street side of the market. Who knew Mike Roberts, Nelse Brewer, Wally Mason, Walter Gaffet, Nat Sherrad, Harry Green better than Sam Long? Could any one tell of their pranks, jokes, and tricks better than Sam? Who did Frank Stewart love more than Sam?—not even Jerry Haly. Many a day I met Sam at “Tom Starr’s” Pewter Mug, looking fat, fair, and jolly.

Sam died poor—all men will who can’t say “No” to every one who calls to borrow the few dollars you work so hard for. To be called a nice man is good; to have many friends is good; to be ready to give or divide your last dollar, that you may keep up such a reputation, is *not* good, say I. Sam Long, if he had left his good-nature and generous heart at home, in the keeping of his wife and little ones, would not have died poor and left his family almost penniless.

JOHN J. GORMAN is a native type of the self-made New Yorker. Born in that city on October 5, 1828, he was educated at Public School No. 3, corner of Grove and Hudson streets. When only eighteen years of age young Gorman became a member of Hose Company No. 23, on May 12, 1846. Two years afterward, on October 2, 1848, he resigned to become a member of Hose Company No. 11. He withdrew from the latter on July 17, 1851, when assistant foreman of the company. Four years later, in 1855, he joined the Exempt Fire Engine Company. Of that company he was assistant foreman, and afterward foreman, continuing in the latter position until the disbandment of the Volunteer Fire Department.

Few men now living can point to a record of greater activity and usefulness in Fire Department matters than Mr. Gorman. The highest offices and honors in the Department have been successively bestowed upon him in recognition of his services. He was elected Fire Commissioner of the Volunteer Department for four years on May 12, 1859, and unanimously reelected on March 12, 1863, for the period of five years. During 1864 and 1865 he was President of the Board of Volunteer Fire Commissioners. In 1865 he was elected a trustee of the Fire Department Widows’ and Orphans’ Fund, and at the first meeting of the Board thereafter was elected secretary, a post to which he was called for nineteen years successively thereafter. In the twentieth year he was chosen President of the Fund, which office he still holds.

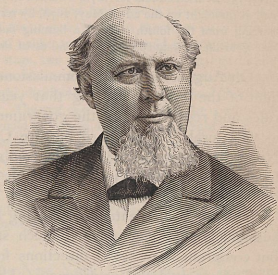
Mayor Ely, in May, 1877, nominated Mr. Gorman as one of the Commissioners of the paid Fire Department, and the Board of Aldermen confirmed the nomination by a unanimous vote. He was chosen Treasurer of the Board at its first meeting, the fund then amounting to \$371,306.82. That office he held four years, at the end of which time the fund amounted to \$479,160.98, an increase of \$107,854.16.

On the occasion of the presentation of the Bennett Medal of 1878 to Daniel J. Meagher, foreman of Hook and Ladder Company No. 3, Commissioner Gorman delivered the presentation address. Speaking from a practical and life-long knowledge of a fireman's duties, he said:

Courage is defined as bravery, intrepidity; that quality of the mind which enables men to encounter danger and difficulties with firmness or without fear or depression of spirits. To see life in peril, to plan the rescue intelligently, to act promptly and successfully in saving the life so in peril, is real bravery. To see, to think, to act, all must be instantaneous, but not with rashness, which is inconsiderate promptness, often causing the failure of a well-intended act. Cool, deliberate, intelligent bravery is generally successful, and will always have its reward, if in no other way, in the happy reflections consequent upon a knowledge of having acted well your part.

At midnight, on May 2, 1878, fire was discovered on the upper floors of No. 28 East Fourteenth Street. The alarm was sounded for station 339. Captain Meagher, of Hook and Ladder Company No. 3, with his command, was in front of the burning building in less than two minutes from the time the alarm was sounded, and on his arrival saw a female form partly hanging out of the fourth-story window. He ordered a forty-two-foot ladder placed against the building, which was done with almost the speed of thought, but it proved to be about ten feet short. He ordered that it be placed on the highest step of the front stoop. Fireman Flood (than whom no more gallant man is in this Department) ascended the ladder, which was still too short to reach the person hanging out of the window. At this point Fireman Flood unfortunately seriously injured his foot, the severe pain of which for a moment paralyzed his efforts.

Captain Meagher, taking in the situation at a glance, ordered that the ladder be held erect and away from the building, so as to get all the length possible. He then ascended, standing on next to the top round of the ladder, fifty-two feet from the side-



John J. Gorman.

walk, and his head just up to the feet of the woman. He gave her some words of encouragement, and in a calm but decided manner directed her to hold her limbs and body as rigid as possible. All being ready, he told her to drop; she did so; he caught her in one arm, steadying himself by the power of his limbs and one hand on the top of the ladder, and thus passed Sarah Freeman to his comrade, Fireman Flood, who, notwithstanding the intense pain he was suffering by a badly bruised foot, carried the frightened woman to the sidewalk in safety. For this act of cool, well-planned, and determined bravery, the trustees have decided that the Bennett Medal for 1878 should be awarded to Captain Daniel J. Meagher, of Hook and Ladder Company No. 3.

I have been selected by the trustees to make the presentation. Captain Meagher, step forward. It affords me unusual pleasure to present to you and place on your breast the Bennett Medal for 1878, awarded to you for saving the life of Sarah Freeman at midnight on the 2d of May, 1878, by rescuing her from her perilous position, hanging from the fourth story of a burning building, No. 28 East Fourteenth Street. May your life be long spared to aid and assist those powerless to help themselves.

On August 10, 1881, Commissioner Gorman was chosen President of the Board. During that year he prepared and presented rules and regulations for the government of the Department, known as "General Orders, Board of Fire Commissioners, from No. 13 to No. 35 inclusive for 1881," which embraces the most perfect system for government of a Fire Department ever formulated in this or any other country.

The perils of theater fires having been a subject of popular discussion, Mr. Gorman gave it much study. The result was a brief but comprehensive set of directions from Fire Headquarters, which admirably suited the emergency. This document, which President Gorman prepared on January 16, 1882, and which was most favorably commented upon by the leading newspapers of the country, was as follows:

HEADQUARTERS FIRE DEPARTMENT, NEW YORK, January 18, 1882.

The examination of the theaters in the city of New York, made by the Fire Department with a view to determining the best mode for the prevention of fire or panic, and protecting life and property in case of fire or panic, has shown the necessity of defining what a theater should be. It should be a house strongly and properly built, consisting of an auditorium and stage, kept clean and free from all unnecessary combustible material, and not used as a storage house for scenery, furniture, properties, or any other thing not needed for the play or exhibition then being exhibited. Paint shops, carpenters' shops, work shops and storage rooms (in which combustible material should be kept) should be located outside of the walls of the theater proper. The dressing or toilet rooms should not be under the stage or auditorium, but should in every case be without the walls of the theater. The heating apparatus should be so arranged that the fire for heating the house should not be within the walls of the theater. The space



between the top of the proscenium arch and the roof of the theater should be inclosed with brick walls, or a double partition of corrugated sheet-iron or other fire-proof material, with an air space of at least six inches between the sheets for the purpose of preventing fire or smoke from the stage or flies passing over the proscenium arch between the ceiling of the auditorium and the roof of the theater; the gas or other illuminating process to be arranged so that the stage, auditorium, and lobbies could be controlled separately, and so that an accident to either could not put the house suddenly in darkness. In all cases the gas should be lighted by electricity, as the use of the torch is always dangerous. All gas-brackets should be stationary (not swinging or jointed), and all gas-burners should have glass globes, wire or other proper covering.

All places of public amusement should be connected by telegraph from the stage and from the box-office with these headquarters, and have special "building signals" given them. On the first intimation of fire or panic, an alarm should be instantly sent to the Fire Department. All places of public amusement should have at least four proper axes, two on each side of the stage, two fire-hooks, one on each side of the stage, and as many proper water-buckets, always filled with water, as may be necessary, and not less than twelve, properly distributed about the stage and flies, and plainly marked "for fire purposes only." The roof over the stage should be constructed of glass sashes, so arranged that they would slide open by their own weight when the rope that held them should be burned, unloosed, or cut on the stage, thereby permitting the heated air, smoke, and fire to escape through the roof. In all places of public amusement the people on each story should have direct means of egress to the street, without coming in contact with those of another story; and all avenues of egress should be used at each performance, as those intended for use in case of fire or panic only are generally found useless when most needed.

JOHN J. GORMAN, President.

Regarding the foregoing, the New York "Herald" on January 19, 1882, printed the following editorial:

#### SAFETY IN THEATERS.

President Gorman, of the Board of Fire Commissioners, submitted to the Board yesterday a report giving the result of his inquiries into the safety of our theaters. We are glad to see that this subject, which was brought home to us with such tragical force by the recent fire in Vienna, has not been overlooked. Mr. Gorman makes many wise recommendations as to the improvement of our places of public amusement. It now remains to be seen whether they will be enforced. There is no reason why our theaters should not be made practically safe, and if Mr. Gorman will enforce the rules he lays down with so much clearness, he will receive the approbation of the community, and of no portion so much as those who have a genuine interest in the advancement and prosperity of the stage.

President Gorman, perceiving the constant danger to the city whenever a great fire was under headway, by the large number of companies called to extinguish it, presented the following plan for

positive protection even under the most extraordinary circumstances. The communication showed the increase of values, buildings, and population, and the necessity of increased fire protection :

HEADQUARTERS FIRE DEPARTMENT, NEW YORK, February 28, 1882.

TO THE COMMISSIONERS OF THE FIRE DEPARTMENT :

GENTLEMEN.—In compliance with the preamble and resolution referred to me this day, I respectfully present the following :

In 1865, when the paid Fire Department was organized in this city, there were, south of Fifty-ninth Street, in the volunteer department, forty-three (43) fire-engine companies, fifty-one (51) hose companies, and fourteen (14) hook and ladder companies, aggregating three thousand eight hundred and eighty-nine (3889) men. In November, 1865, the volunteers, south of Fifty-ninth Street, were disbanded, and thirty-four (34) steam fire-engine companies and twelve (12) hook and ladder companies were organized in their stead, with twelve men to each company, aggregating five hundred and fifty-two (552) men. In February, 1882, the organization, south of Fifty-ninth Street, is the same as it was in November, 1865, as to number of companies and aggregate number of men, except four additional men with the water-tower.

Notwithstanding the Department has not increased south of Fifty-ninth Street, there has been a vast increase in the number of buildings, in values, in population, and in the duties required of the uniformed force, as will be shown : From the best information we can obtain, there were, in 1865, about sixty thousand (60,000) houses in this city, few, if any, more than fifty-five feet high ; in February, 1882, there are about ninety thousand (90,000) houses, being 60, 70, 80, 90, 100, 110, 120, 130, 140, and 146 feet high, and the "tendency upward." In 1865, the assessed value of real and personal estate in this city was \$608,784,355 ; in 1881, the assessed value of real and personal estate was \$1,185,498,098 ; and this assessed value does not include merchandise in bond, which, we are informed, amounts to many millions of dollars. In 1865, the population was 726,386 ; in 1880 (last census), the population was 1,206,299. In 1866, the first full year of the paid Fire Department's existence, there were in the city 796 fires ; in 1881, there were 1785 fires.

By the enactment of chapter 742, laws of 1871, one or more men are sent to all places of public amusement at each performance, thereby crippling our companies in that part of the city where they are most needed, and at a time (from seven to eleven o'clock in the evening) when they cannot well be spared ; we have an average of forty men on this duty each night, except Sunday.

We are also compelled to have notices of all violations of law, from the Building and Combustible Bureaus, served by the uniformed force of the Department, amounting to an average of fifteen men per day, and in all parts of the city.

There is an average, for each year, of twelve men each day unable to perform fire duty, in consequence of injuries received in discharge of duty, and sickness.

Our men are on duty seven days in the week, three hours only being allowed for meals, and three days in each month leave of absence given for recreation. The average number of officers and men on duty to extinguish fires, at all times, is nine to each company.

We have had in each year two or more large fires south of Thirty-fourth Street, requiring twenty to twenty-five companies to control them; during the active continuance of such fires the city must be at least partially unprotected, and if two or more fires of such magnitude should occur at the same time, it would be very difficult to control them.

Notwithstanding we have had the good fortune thus far to be able to protect the city, the time has arrived when it is unwise to trust further to fortune for the city's protection from such a calamity as an extensive conflagration would be. Therefore, in view of the foregoing, I offer for adoption the following preambles and resolutions:

*Whereas*, The increased number, height, and area of buildings in the city of New York, south of Thirty-fourth Street, the increased value of merchandise stored in them, and the consequent increasing number of fires, admonish us of the danger to be feared from two or more large fires occurring simultaneously at distant parts of the city, and of our inability to cope with them, as at present organized; and

*Whereas*, To be equal to such an emergency, it is absolutely necessary to have men, apparatus, horses, and appliances in duplicate, where practicable, so that when a part of a company is absent at a fire, another part may be kept in quarters in readiness to protect the neighborhood in case of another fire; therefore

*Resolved*, That where company quarters, south of Thirty-fourth Street, are sufficiently large for the purpose, and as soon as practicable, the said companies be reorganized, and consist of three (3) officers and fifteen (15) men, viz.: one foreman, two assistant foremen, one engineer of steamer, two assistant engineers of steamer, four drivers, and eight firemen, or privates, and be equipped with two steam fire-engines, two hose-tenders, and the necessary horses, hose, and other appliances complete; and that it shall be the duty of the company, on receiving an alarm for fire where they may be due or called, to proceed thereto with foreman, first assistant foreman, two drivers (one for engine, one for tender), engineer, and assistant engineer of steamer, and proper number of firemen or privates, always leaving in quarters one officer, one engineer, or assistant engineer of steamer, two drivers, and at least one fireman or private. It shall be the duty of that portion of the company left in quarters to immediately put second or spare apparatus in service, hitching the horses thereto, and remaining on watch until the company, then absent, shall return, always being in immediate readiness to answer any alarm for fire that the company may be due at, or called to, during the absence of the first company. Hook and ladder companies south of Thirty-fourth Street, when practicable, shall be reorganized with three (3) officers and fifteen (15) men, viz.: one foreman, two assistant foremen, two drivers, two tillermen, and eleven firemen or privates, and two fully equipped hook and ladder trucks, and be under the same rule as prescribed for engine companies, as far as practicable; and, be it further

*Resolved*, That the Board of Estimate and Apportionment be requested to set over to account of uniformed force pay-roll sufficient funds to pay additional men employed, and such further sum as may be necessary to procure additional apparatus and supplies; and be it further

*Resolved*, That Engine Companies Nos. 20 and 13 (they being central companies) be immediately thus reorganized and put in service, inasmuch as it can be done with the present amount of appropriation and spare apparatus on hand.

Respectfully submitted,

JOHN J. GORMAN, President.

On motion, the report as submitted by the president, together with the preambles and resolutions therein contained, were adopted.

When Eyre M. Shaw, the famous chief of the London fire brigade, visited this city in 1882, he was the guest of Commissioner Gorman, and made the commissioner's office his headquarters while here. Before taking his departure, he addressed the following letter to Judge Gorman :

NEW YORK, October 3, 1882.

MY DEAR SIR: Before my departure for Europe, I desire to offer you my very sincere and heartfelt thanks for the great kindness and cordiality with which you have been good enough to receive me.

I am about concluding a most agreeable and interesting tour, and I owe a heavy debt of gratitude to all those connected with fire departments whom it has been my good fortune to meet, and especially to you, my first and last most genial and hospitable friend, during the pleasant six weeks now rapidly drawing to a close.

It has been my lot at various times to visit most of the principal fire brigades of the world, and I have frequently found something to criticise—something to avoid—occasionally, perhaps, something to condemn, but generally much also worthy to be admired and even to be emulated ; and in these respects my present visit has not been at all exceptional.

I know well the difficulties which beset the pursuit of technical labor where tenure of office is intermittent and uncertain, and I have observed with great surprise and still greater pleasure the excellent spirit and business-like manner in which the duty of extinguishing fires is carried on here—a state of things impossible in any other country but this.

The fire brigades of America hold a high place among those of the world generally, and, if I may venture to say so, yours in New York is second to none, either on this continent or anywhere else.

Trusting that you will kindly pardon me for the liberty I take in making this comment, and again thanking you most cordially, I remain, dear sir,

Yours very sincerely,

EYRE M. SHAW.

The Hon. JOHN J. GORMAN,

President Fire Department, New York.

On the 9th of May, 1883, Mr. Gorman was reappointed by Mayor Franklin Edson as Fire Commissioner, to succeed himself, for a term of six years, and was unanimously confirmed by the Board of Aldermen. During the month of June of that year he made an extended Southern and Western trip, accompanied by his wife, son, and daughter, and visiting St. Louis, Mo., El Paso, Texas, Chihuahua, Mexico, the Yosemite Valley, Los Angeles, Cal., San Francisco, Salt Lake City, Cheyenne, Denver, Leadville, Omaha, Chicago, and many other cities and points of interest. During his absence his



colleagues in the Board of Fire Commissioners removed several of his friends in the Department from their offices, which displeased him very much. He resigned his office as a fire commissioner on November 15, 1883, and was appointed by Mayor Edson as a police magistrate, which office he still holds, giving unusual satisfaction to the people. The appointment was widely recognized as one of the best acts done by Mayor Edson and the then Board of Aldermen. Mr. Gorman's straightforward nature and humane disposition, together with his love of justice and a rare executive ability, rendered him fully capable and personally fitted for his new and trying position upon the bench.

As a Free and Accepted Mason, Mr. Gorman has attained some of the most distinguished honors of the craft. He was initiated an Entered Apprentice in Hope Lodge No. 244, of New York, on January 24, 1854; passed the degree of Fellow Craft, January 31, 1854; and was raised to the sublime degree of Master Mason on February 7, 1854. He was Senior Warden of Hope Lodge No. 244 in 1857, and was Worshipful Master of the same lodge during the years 1858, 1859, and 1860. He was a member of the executive committee for the Masonic Fair of 1866, in aid of the Masonic Hall and Asylum fund, and was also a member of the committee on the pay of Representatives of the Grand Lodge of New York in 1869, and a member of the committee on Warrants, Grand Lodge of New York, the following year. In 1870 he was Right Worshipful District Deputy Grand Master of the Third Masonic District. In the same year he was a member of the general committee of arrangements for laying the corner-stone of Masonic Temple, corner Twenty-third Street and Sixth Avenue. He became Right Worshipful District Deputy Grand Master, Third Masonic District, in 1872, and Right Worshipful District Deputy Grand Master, Fifth Masonic District, in 1873.

Mr. Gorman was a member of the general committee of arrangements for the second Masonic fair in aid of the Masonic Hall and Asylum fund in 1873, and also a member of the Committee of Appeals, Grand Lodge of New York, in the same year. In that year, also, he was a member of the committee to prepare resolutions on the death of Past Grand Master Robert D. Holmes, and of the building committee on the Masonic Temple. On November 12, 1873, he organized, and was the first President of the famous "Free-

masons' Club," of the city of New York. It was first located at No. 143 West Eleventh Street, and afterward, in 1875, at 58 West Twenty-second Street. Mr. Gorman received the Mark Master and Past Master degrees, November 6, 1857, and was exalted a Royal Arch Mason November 20, 1857, in Metropolitan Chapter No. 140, Royal Arch Masons, New York. In 1869 he organized Hope Chapter, Royal Arch Masons, under dispensation, and was High Priest of Hope Chapter No. 244, Royal Arch Masons, in 1871. In 1872 he joined Manhattan Chapter Royal Arch Masons, No. 184, and was a member of the committee on Foreign Correspondence of Grand Royal Arch Chapter, N. Y., during the years 1882, 1883, 1884, 1885. He received the degrees of Royal and Select Master in Adelphi Council, New York, August 4, 1858, and is still a member of it. He received the degrees of Knighthood in Morton Commandery, No. 4, New York, November 23, 1868, and is still a member of it. In 1867 he received the Ninety-sixth degree Masonic Rite of Memphis, by special commission from J. Et Marconis De Nagre, of Paris. On December 3, 1881, he received the Thirty-third degree Ancient and Accepted Scottish Rite of Freemasonry, and is now "Grand Marshal General of the Supreme Council of the United States of America, its Territories and Dependencies." On July 13, 1885, he was appointed one of the trustees of Masonic Temple and Hall and Asylum Fund.

When, after an eventful crisis, the Democratic party was reorganized in Tammany Hall in 1872 by Samuel J. Tilden, Charles O'Connor, Horatio Seymour, Augustus Schell, Sanford E. Church, John Kelly, Abraham S. Hewitt, and August Belmont, Mr. Gorman became a member of the General Committee and of the famous Committee on Organization. In 1877 he was elected a sachem, and has continued ever since in that honored position. He was elected Treasurer of the Tammany General Committee in 1877, and still holds that office, being chosen by the votes of each new General Committee from year to year. Ever since attaining his majority Mr. Gorman has been an active Democrat, never swerving from his party even during its darkest days. Since 1854 he has been a manufacturer on an extensive scale, his metallic gunpowder kegs and metallic packages for paint, oil, and varnish being known all over the United States. He has been eminently successful in business, as

well as in his more public affairs, and is to-day one of the most widely known and generally esteemed officials in the metropolis.

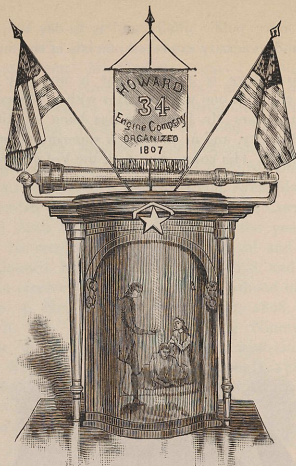
CHARLES FORRESTER is a name that is not only well known throughout the city, but one which carries with it respect and honor. For nearly sixty years Mr. Forrester has been identified with the Post-office in this city, and at present is superintendent of the City Paper Department. His connection with the Volunteer Department



Charles Forrester.

goes back beyond 1824. In that year he began carrying a torch, and was present at the great fire in Brown Brothers' ship-yard. He joined "Black Joke" 33 when barely of age, and in time became foreman of that popular company. He was an efficient fireman, a cool officer, and a genial friend. In speaking of the old engines which were in use by the city years ago, Mr. Forrester gives some accurate and interesting facts concerning them.

Engine Company No. 1 was stationed at the corporation yard in 1822. The Minutemen, Lawrences, Macys, Tilbeys, Townsends, and Marshalls were well represented on her rolls in those days.



Back of Howard Engine, Co. 34. (Relic.)

No. 2 was in Eldridge Street, near Division Street, in 1823.

No. 3 was in Mott Street, opposite the Cathedral, in 1830.

No. 4 was located at the North church, on Ann Street, in 1824.

No. 5 also lay in this church, on the Fulton Street side, in 1823. Wilson Small was a member of her in 1827; George Kellock, late superintendent of outdoor poor, and Daniel E. Pentz were members in 1826.

No. 6 was stationed in Reade Street, near West Broadway, and was known as "Neptune" 6. She was reorganized in 1853, and was at that time located in Henry Street, in the seventh ward.

No. 7 was located in Rose Street, near Frankfort Street, in 1827.

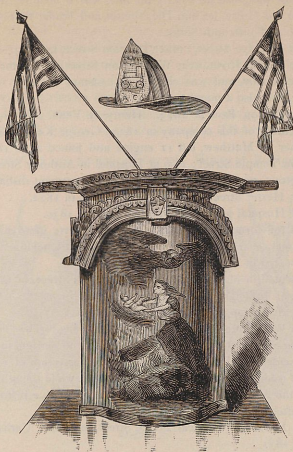
No. 8 was in Chambers Street, near Cross Street, in the year 1820; the Common Council removed her to Essex Market February 21, 1831. John Coger, Jr., and Daniel Coger joined her in 1833.

No. 9 was in Beaver Street, near Broad Street, in 1829.

No. 10 was in Fifth Street, near Second Avenue, in 1831.

No. 11 was in Old Slip in 1826. Abraham B. Purdy (who is still alive) joined her in that year. Joseph Carlisle, who kept the sporting house at the corner of Leonard





Another Engine Back. (Relic.)

and Center streets, where William F. Howe now has his office, was a member of her in 1833. Timothy Brennan, and Owen W. Brennan, brothers of the late sheriff, and ex-Comptroller M. T. Brennan belonged to her in 1834.

No. 12 was in Rose Street, near Frankfort Street, in 1823. Chief Engineer Alfred Carson joined her in 1835.

No. 13 was in Dover Street, near Franklin Square, in 1821. Zophar Mills joined her in 1832.

No. 14 was located in Vesey Street, at St. Paul's churchyard. H. B. Venn joined her in 1835; Edward Story, in 1836. Owen W. Brennan left 11 engine and joined 14 in 1836.

No. 15 was located in Christie Street, between Bayard and Walker streets, in 1823. Frederick Kohler, alderman of the sixth ward, and afterward the partner of David C. Broderick (of 34 engine) when in California, was a member of 15 in 1834.

No. 16 was located in the corporation yard in Leonard Street, in 1825.

No. 17 was in Roosevelt Street, near Water Street, in 1824.

No. 18 was located in Firemen's Hall, Fulton Street, in 1815. Nelson D. Thayer and Henry Wilson belonged to her in 1836. William J. Benner, who drove stages so

long that he almost imagined he owned the line, was a member in later years. He could sing "Poor old Horse, let him Die," better and louder than any member of the Department north of Fourteenth Street.

No. 19 was in Eldridge Street, corner Division Street, in 1823.

No. 20 was in Cedar Street, near Washington Street. Alderman Thomas Cleary came from this company, and was elected an assistant engineer. William Hackett, assistant engineer, was also a member of 20.

No. 21 was in Tryon Row in 1823. Henry B. Venn, a brother-in-law of Chief Decker, was a member of this company in 1823; George Kellock, in 1834. Timothy Brennan, a brother of Matthew, left 11 engine and joined 21 in 1835. This engine was also located in Temple Street; also at Hospital in Anthony Street, near Broadway, and in Leonard Street, near Elm Street, when the Department disbanded.

No. 22 was in Hester Street, near Eldridge Street, in 1822.

No. 23 was at Hospital yard, in Anthony Street, in 1830.

No. 24 was at the corner of Wooster and Prince streets in 1818. In 1836 she was in Seventeenth Street, near Ninth Avenue. John P. Teale belonged to her in 1836.

No. 25 was located in Tryon Row in 1825.

No. 26 was located in Madison Street, near Rutgers Street, in 1825. Andrew Bell, Daniel Coger, and John Coger, Jr., were members in 1828. Assistant Engineer Elisha Kingsland also belonged to her.

No. 27 was in Watt Street, near Canal Street, in 1823. The original back of this engine can now be seen at the Volunteer Firemen's headquarters in Eighth Street. It was discovered accidentally by an old fireman in the possession of a family, which had it for a number of years, and used it to rest a tub on while doing the family washing. It was loaned to the Association as a relic, and being sent to a restorer, its colors were brought to light after being obscured for over fifty years.

No. 28 was in Mercer Street, near Prince Street, in 1821. Carlisle Norwood was a member of her in 1831.

No. 29 was in Hudson Street, corner of Christopher Street, in 1825. Eugene Ward, ex-alderman of the ninth ward, was one of her prominent members. So were John Hopkins, Eli Bates, late chief, and John Campbell, the latter being severely wounded and taken prisoner while serving in Ellsworth's Fire Zouaves.

No. 30 was in Christie Street, near Stanton Street, in 1820. Wm. H. Van Sicklen, the Fulton Market butcher, belonged to her in 1829. He was famed at the time for having carried the largest side of beef of any of the butchers in his day. He was foreman in '33. Robert Gamble was a member of this engine in 1837, and John Simpson was her foreman in 1820.

No. 31 was at the corner of Leonard and Church streets in 1823, and Cooper Woodruff was foreman. Frederick A. Ridabock was a member of her in 1834. He then kept a grocery-store corner of Broadway and Mercer Street. Henry Arcularius was one of her members in 1837.

No. 32 had many noted sports among her members. Malachi Fallon, the noted host of the "Ivy Green," in Elm Street, was one of the most prominent.

No. 33 was in Gouverneur Street in 1820. Barnard Smith was foreman, and David and Jacob G. Theall were members.

No. 34 was located in Christopher and Grove streets in 1824. Abraham G. Depew was foreman at that time. James B. Mingay joined her in 1836. Charles

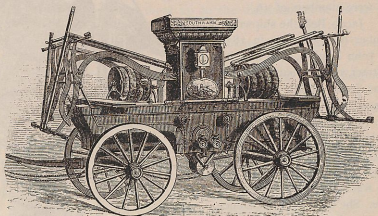
Miller, now foreman of the corporation yard in Gansevoort Street, was a member of her and also her foreman in Broderick's time.

No. 35 was a Harlem company. She was located in Third Avenue in 1823. Later on, the boys were in the habit of going over to Ward's Island when they wanted to borrow a game-cock or a black-and-tan pup. William Healy, one of her members, was the head baker there. He was famous for the porter-house steaks that he was always sure to provide his visitors with.

No. 36 was in Varick Street, near Vandam Street, in 1823.

No. 37 was organized in 1853, and was located in Fifty-ninth Street, near Third Avenue.

No. 38 was located at the grounds of the old House of Refuge in 1823. Aaron Heyer was foreman.



Engine 38.

No. 39 was located in Vesey Street in 1820. George F. and Charles W. Merkle, also A. H. and Samuel R. Moverick, were members of her in the thirties. She was nicknamed "Skiver," her members being for the most part butcher boys. John Lord, who kept the "Ivy Green," in Elm Street, back of the Tombs, was one of her ablest champions, and preserved her guide colors for many years. Jimmy Nesbit, who was a regular habitué of the "Ivy Green," was also one of her defenders.

No. 40 was in Mulberry Street, near Broome Street, in 1822. Jim Bard, the brass-founder, and ex-alderman of the Fourteenth Ward, was her foreman after she was reorganized, and ran from Schenck's machine-shop in Howard Street, near Centre Street. She was then a little white goose-neck engine.

No. 41 was in Attorney Street, near Delancey Street, in 1825.

No. 42 was in Roosevelt Street, near Cherry Street, in 1823. Benjamin H. Chapman was foreman. Cornelius Poillon, the ship-builder, was a member in 1823.

No. 43 was in Manhattanville in 1821.

No. 44 was in Second Street, near Lewis Street, in 1824. She was known from her earliest days as the "Mechanics' Company," and in 1826 she had twenty-six men on her roll.

No. 45 was in Yorkville in 1826. Rufus Prince was a member of her in 1829; Robert Ray, the broker, Abraham Lent, and John Smalley, lawyers, were also

members in 1830. In 1858, William Hitchman, ex-Speaker of the Assembly, was a member.

No. 46 was in Twenty-fifth Street in 1827. It was then known as Rose Hill. Nunn, the piano manufacturer, was a member, most of her members working in his factory. She was reorganized in 1852, mainly through the efforts of Lorenzo B. Shepard, at one time the district attorney of this county. Ex-Alderman Robert Foster and Oliver S. Hibbard were members of 46.

No. 47. Jacob Bell, the shipwright, was a member of 47 engine in 1830; so also was John English. She was then in Tenth Street, near Avenue D. Her foreman was Jesse Woods, who was at the time a superintendent of a railway.

No. 48. In 1828 Engine No. 48 was in Thirteenth Street, near Sixth Avenue, Robert Simpson, a grocer, being foreman.

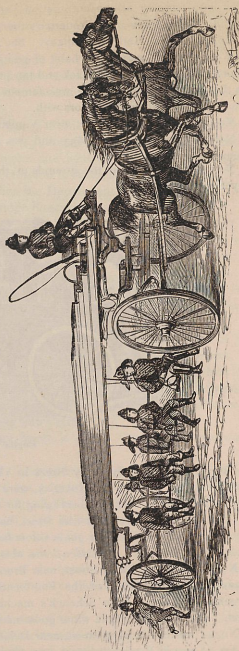
No. 49 was located down-town on the east side. She went out of existence, and was reorganized in 1836, her new location being in Harlem, with Wm. Truax as foreman, many of her members being farmers.

#### HOOK AND LADDER COMPANIES.

No. 1, in 1824, was stationed in Beaver Street, near Broad Street. She had twenty-six members, and John Speir, a cooper, residing at No. 10 Liberty Street, was foreman. Seven years' duty was required then before a fireman became an exempt. Gabriel F. Gratacap, upholsterer, residing in Maiden Lane, was also a member. Later on, the late Noah L. Farnham was a member of this company. This was when she was located on the Park walk alongside of Engine No. 22 and Hose No. 28.

No. 2 was stationed in Tryon Row in those days, and her foreman was Henry B. Parks, a fisherman, residing at No. 13 Chambers Street. Toward the close of the Department, No. 2 was located in West Twenty-fourth Street.

No. 3 was located, in 1827, at the corner of Hudson and Christopher streets.



Hook and Ladder Used by the Volunteer Department.



No. 4, in 1825, was located in Eldridge Street, near Walker Street, and continued there until about the year 1863, when, for a time, it went out of service. It was afterward reorganized, with Michael Loftus as foreman. It had no house to do duty from, and stood in Washington Street, near Liberty Street, whence it was rolled whenever its services were required.

No. 5 was located at Delancey and Attorney streets in 1826. Abraham Trofford, foreman. Abraham Sickles was a member in 1827.

No. 6, in 1827, was stationed at the corner of Delancy and Attorney streets. Later on, the Everett Brothers, Tom and Pete, did good duty in this company. Thomas resigned, and shortly afterward was admitted to the ministry and assigned to a Western mission, where he is still laboring, preparing souls for the "general alarm."

No. 7 first appears in Harlem in 1837, with W. D. Bradshaw, an inn-keeper, as foreman. She continued doing duty there up to the disbandment of the Department in 1865.

The late Bernard Kelly, dock-builder, was a member of Hydrant Company No. 4 in 1853.

Henry Wilson, at one time a fire commissioner, belonged to old Engine Company No. 18. He joined her November 15, 1836.

Geo. W. Wheeler, recording secretary of the Exempt Firemen's Association, joined Engine Company No. 41 February 9, 1836. He resigned September 23, 1836, to go out with the dissatisfied firemen while John Riker was chief. After Chief Anderson was chosen by the firemen in 1837, Mr. Wheeler again joined the Department. He is still hale and hearty, and is the President of the Clinton Association, an organization composed of members of old 41 engine.

CORNELIUS VAN COTT is one of the most versatile and exemplary of our fellow-citizens. Though a successful man, his success is entirely the fruit of his own diligence, enterprise, and uprightness. He commenced at the foot of the ladder, and has mounted steadily till he has attained to a most enviable eminence, both in thrift and character.

Mr. Van Cott was born February 12, 1838, in the old Fifteenth Ward, in which he has been a constant resident ever since. He was educated in Public School No. 16, in Thirteenth Street, over which the distinguished principal, David Patterson, then presided. Mr. Van Cott's love for books was developed early, and when quite young he chose printing as his first regular employment.

For some time he ran one of the old-fashioned hand-presses in the printing department of the old American Tract Society; but the work was too laborious, and he relinquished it for the trade of carriage-building, an industry which was then flourishing at its height in New York. This light and pleasant employment captivated young Van

Cott's fancy, and he became apprenticed to Messrs. Dusenbury and Van Dusen. Mr. Van Dusen was foreman of old Southwark Engine 38, then located in Ann Street, and young Van Cott soon followed the example of his employer. In 1858 he became a member of Hose Company No. 7, and was one of the earliest and most enthusiastic advocates for a paid Fire Department. He was quiet and gentlemanly in his ways, and the rough and rowdy element of the Old Volunteer Department was something he could not take to.

He was appointed Inspector of Customs, but after some time he relinquished the position to engage in the business of fire insurance. He was elected a director in the *Ætna Fire Insurance Company* of New York, and afterward held for several years the office of vice-president of that corporation. He is also connected with the *Hanover Insurance Company*, and has continued to transact his fire-brokerage business in the office of that company. He is not only a fire underwriter of marked ability, but also a sound and capable financier. His talent in this line was displayed in his connection with the *West Side Savings Bank*, in Sixth Avenue, near Twelfth Street, of which institution he has been a trustee for a number of years.

Mr. Van Cott's qualifications to perform the duties of a fire commissioner were recognized by the late Mayor Havemeyer, who appointed him a fire commissioner in 1873. He was subsequently elected treasurer of the board, and was in 1879 re-appointed by Mayor Cooper to fill the vacancy caused by the expiration of Fire Commissioner Perley's term. He was first elected President of the Board in 1881, but resigned after holding the position for a brief time. He was afterward re-elected treasurer, and again elected president in 1883, which position he held until the expiration of his term, in May, 1885.

Mr. Van Cott, while commissioner, devoted much of his time and talents to the improvement of the Fire Department, and I may add that the discipline and efficiency of the Department is, in a measure, largely due to his services. He was in charge of the repair-shop, one of the most important branches of the Department, and the thought and study he bestowed upon the appliances of all kinds for extinguishing fires have not only rendered our steam-engines and firemen effective in combating the flames, but have started a reform

in this line throughout the world. The large stream of water which, in case of conflagrations, can be brought to bear on fires, was first suggested and introduced by him. He was one of the first persons to urge upon the authorities the imperative necessity of enlarging the mains in the lower part of the city, which were at that time much too small for the services required of them; of constructing floating steam fire-engines for the harbor; of having a municipal fire marshal, independent of the insurance companies; of connecting the superintendent of public buildings with the Fire Department; of burying the electric light wires under-ground; and of giving the Department the full benefit of the facilities afforded electric telegraph.

The public are, in a great measure, indebted to Mr. Van Cott for the abolition of the nuisance of fire-bell ringing, and for the repeal of the law passed for the removal of the Forty-second Street reservoir.

Mr. Van Cott is unquestionably a practical fireman, besides being a man of business, with the faculty of overcoming all obstacles in his path by skill and perseverance. He is a consistent politician, not only popular with his Republican friends, but much esteemed by the Democracy of his district, over whom he exercises great influence through his benevolent acts and his strict integrity. His manners are very genial and ingratiating, and his private as well as his public life is without blemish. He is in kindly sympathy with every member of the Fire Department, in every grade, and liked by them for his courteous manner and willingness to recognize and reward merit. Truly may it be said that his reputation, worth, and ability did honor to the paid Fire Department while he was an official.

JAMES DUNPHY was born in the Fourth Ward of the city of New York in 1832, and joined the Volunteer Fire Department on June 11, 1851, becoming a member of Eagle Engine Company No. 13. He was a member of the Board of Representatives for seven years, and did efficient duty with his company until the disbandment of the volunteer firemen and the organization of the present paid Department in 1865.

Mr. Dunphy represented the second assembly district in the Legislature of 1872, having been elected by a large plurality over three other candidates.

He is at present the chief clerk of the second judicial district court, and is highly esteemed by the members of the bar and a large circle of acquaintances for his gentlemanly ways and obliging manners.

BERNARD M. SWEENY was born September 8, 1829, at No. 13 Perry Street, New York. His first experience in fire duty was as a member of the volunteer roll attached to Croton Engine Company No. 16, located at that time on Twentieth Street, between Seventh and Eighth avenues, where the Twentieth Precinct Police Station now stands. The roll comprised a hundred or more members, and was known as the "Young Citizens." Among the most prominent were Tom Gray, Ed. Foster, Jack Lockwood, Tom Leddy, Jack, Dave, and Ulick Roche, and Bill Stewart. The foremen of the company at that time were Leonard Tilton and Moses Jackson. The volunteers did more duty than many of the active members, and were greatly relied upon. Mr. Sweeny joined engine 39 at its reorganization, December 27, 1853, and was the first secretary; representative in 1855 and 1856; was foreman from 1858 three successive times, and then declined a reelection. The company, as a token of their appreciation of his ability, passed expressive resolutions, caused them to be artistically engrossed, neatly framed, and presented to him. He was again representative in 1863 and 1864. His term of the latter year would not expire until May, 1865, and consequently he was representative at the dissolution of the Volunteer Department. He was present at the meeting of the Board of Representatives when it adjourned *sine die*. At this meeting he called the attention of that body to the fact that a bill had been presented to the Legislature (then in session) for the incorporation of the persons then trustees of the Widows' and Orphans' Fund of the New York Fire Department, conferring upon these persons absolute control of this fund, and thereby wresting from the volunteer firemen the franchise they formerly possessed through their representatives over and in connection with the fund. The announcement that any such bill was pending utterly surprised the board, the president himself declaring that he had not heard of it before, and inferring that he did not believe that such a bill had any existence. Representative Sweeny then drew from his pocket a printed copy of the proposed act, the





Fire in Division Street.

presence of which brought half the members to their feet. A motion was then made that the New York Fire Department remonstrate against the bill, but the chair would not entertain the motion, and during the confusion the meeting was declared adjourned *sine die*. The representatives were thus thwarted in their attempt to make public their sentiments upon the bill, but the news of the action of the Board of Representatives reached Albany as though on wings, and when the hearing before the committee who had the matter in hand was opened, the opponents to the measure were so strong that the advocates of the bill were forced to leave the fight and consent to place all the power sought for upon the trustees, where it is now vested, viz., in the Exempt Firemen's Association. Therefore, to the efforts of Mr. Sweeny, indirectly at least, is due the preservation of the right of representation for the control and dispensation of the Widows' and Orphans' Fund by the volunteer firemen.

During the riots (known as draft riots) of 1863, Engine Company No. 39 rendered brave and faithful service. At a fire No. 95 (old No.) West Thirty-second Street, between Sixth and Seventh avenues, a row of five-story tenements, forming a court, and extending nearly to Thirty-third Street, and occupied by fifty negro families, were burning, and while the rioters seemed to be guarding every mode of egress, with determination not to allow a negro to escape (the mob having hung a negro from a tree on the sidewalk at No. 97 about a half-hour before), the members of engine 39, together with those of Hose Company No. 44, rescued five negroes, disguised as females, from the burning buildings, and conducted them to their engine and hose houses, furnished them with food and shelter until midnight, when, under cover of darkness, they were enabled to provide safer and more comfortable quarters for them. In recognition of the humane and heroic conduct of these companies, the tax-payers of the immediate neighborhood presented each company with resolutions, and also a sum of money. The resolutions were signed by the following gentlemen as committee: John Smith, Daniel Hogancamp, J. T. Smith, and others. On July 15, 1863, on his way to a fire, Mr. Sweeny observed a mob dragging a negro with a rope about his neck up to the cross-bar of the street lamp-post on the south-west corner of Twenty-eighth Street and Seventh Avenue. Without seeming to realize the danger, Mr. Sweeny rushed upon the

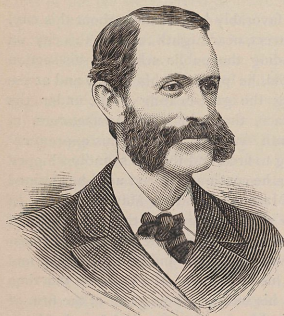
mob, and with his fire-cap beat them back, and instantly cut the man down, who was still alive. Mr. Sweeny then appealed to the citizens present to care for the poor fellow, but they appeared to be in dread of the rioters. He then appealed to the mob not to molest the man further, and they promised that they would not. Mr. Sweeny remained a member of his company until the inception of the present system. He is now a member of the Volunteer Firemen's Association of the city of New York, and also a member of the Veteran Firemen's Association.

CHARLES BRICE is well and favorably known throughout this city. He was born in Seventeenth Street, near Eighth Avenue, this city, on May 12, 1837, and after attending the public school in his section until he was fourteen years old, he put aside his books, and at the age of sixteen began learning the gold-beating trade, under the supervision of J. & A. Wallace, the gold leaf manufacturers, at Twenty-fourth Street and Ninth Avenue. During his apprenticeship he was continually running to fires, and though soundly whipped on these occasions by his father, he continued to run until he attained his majority, when he joined Mazeppa Hose 42, May 15, 1858. In 1859 he was chosen one of the representatives of the company, and served three years. At the close of his term he was elected treasurer, in which capacity he served one year, and in 1863, 1864, and 1865 was elected foreman of his company. Mr. Brice by this time had become quite successful in his business, being one of the firm of Wm. Vallean & Co. His early life was characterized by a boldness and daring that eminently fitted him for fire duty. During the draft riots, in 1863, he gave proof of his bravery, and though he had to fight against big odds, he in the end came out victorious, and succeeded on different occasions in checking conflagrations and preventing bloodshed. At the Hague Street explosion, in 1850, young Brice helped drag 10 engine from Twenty-seventh Street and Tenth Avenue to the fire. When a policeman saw him working on the brakes he told him to go home, but Brice refused to do so, and, as the engine was short of men, he remained and helped the laddies to pump their water. The cold was so severe on this occasion that many of the old firemen had to give up; but the youthful runner on 10 Engine never forsook his post, and when he was not employed on

the brakes he was giving valuable assistance to those endeavoring to rescue the unfortunates from the ruins of the fire. The most pitiable experience he had while a fireman was the occasion of the burning of some houses on Forty-fifth Street, between Sixth and Seventh avenues, in March, 1859. While endeavoring to rescue the inmates of the burning buildings, Mr. Brice and his brave companions were driven by fire and smoke away from the scene, and before others could come to their assistance, thirteen women and children were burnt or suffocated to death. The husbands of the unfortunate

women worked at night in the stables of the Sixth Avenue Railroad, a short distance from the fire, but they knew nothing of the holocaust until the charred remains of their wives and children had been dug out by the firemen. Mr. Brice's efforts to save life and property on this occasion deserves more than passing notice.

When ex-Chief Decker called the old "vamps" together at Military Hall for the purpose of having them participate in the parade on Evacuation Day, 1883, Mr.



Charles Brice.

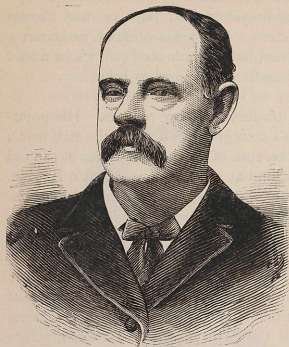
Brice interested himself on the occasion, and on the day of the procession he, as foreman, headed seventy-five men, who dragged behind them a hose-carriage, with the original panels of old 42 hose-carriage in her sides; the whole was preceded by a full band of music, and the old members of 42 Hose seemed as young and spry as in the days when they used to pass a hose-cart or a hose-cart used to pass them. The latter was not of frequent occurrence, however. After the Volunteer Firemen's Association had been organized, Mr. Brice was elected a member, and subsequently became a member of the Board of Directors, to fill a vacancy. A wise selection was made when he was appointed one of the committee to



revise the by-laws. He was a member of the ball committee when the Association gave their first ball at the Metropolitan Opera House, on February 10, 1885, and he did much toward making the affair a success. At the recent election for officers of the Association, Mr. Brice was elected second vice-president, and later on was chosen president of the Board of Directors. Quiet, unassuming, and courteous, Mr. Brice is very popular, and had he embraced politics he would undoubtedly have been as successful as his brother John.

JOHN BUCKBEE needs no introduction to my readers. His popularity extends to the poor man's cottage as well as to the rich man's mansion. He was born on the 29th of December, 1831, in the old Thirteenth Ward of New York, and at an early age joined 6 Engine. Having acquired a practical public school education, Mr. Buckbee became apprenticed to the plumber's trade, and soon acquired a thorough knowledge of that business. As a fireman, he did his duty heroically, and when compliments were proffered him, he modestly declined accepting them, arguing that a man who honestly does his duty expects no praise for it. In 1860, Mr. Buckbee was elected assistant foreman, and so satisfactorily did he perform the duties devolving upon him at the time, that at the expiration of his term of office he was elected foreman, which honor he held during 1862 and 1863. Many instances of bravery and coolness at fires are told of Mr. Buckbee, and cases are on record where the unfortunate victims of a fire long after had occasion to remember the charitable hand of the foreman of "Big Six." Though a hard-working and industrious man all his life, Mr. Buckbee carries his age remarkably well, and the social organizations of which he is a member never tire of spice and variety when genial John is present. His extensive plumbing business, at Spruce and William streets, requires the greater portion of his attention, though he finds time to meet his friends and pass an hour in pleasant reminiscences of the good old days past. When the Volunteer Firemen's organization came into existence, Mr. Buckbee assisted in completing arrangements for the continuance of the society, and as one of its members, strives earnestly to keep it prominently before the public. He is also a member of the Exempt Firemen's Association, besides a number of social organizations both in New York and Brooklyn.

PETER RYAN, now sergeant of police attached to the twenty-sixth precinct, in the City Hall, was a brave and efficient fireman, having joined 50 Hose in 1860. He subsequently resigned to accept a position on the police.



Peter Ryan.

LAWRENCE AUSTIN, of Hose 42, did good service in the Old Department. He joined in 1855, and is still in harness as an active member of the Volunteer Firemen's Association.

DENNIS MEEHAN joined Hose No. 7 in 1839, and at the breaking out of the war with Mexico, enlisted in Jack Hayes's famous Texan Rangers, and served all through that war. He returned to the United States with his regiment, and settled in Texas, remaining

there until 1855, when he came North. Shortly after his return to this city, he joined United States Hose Company No. 25. Mr. Meehan is a member of the Volunteer Firemen's Association, and bids fair to outlast many of its younger members.

CHARLES H. KEARNEY joined Engine Company No. 9, and at the outbreak of the rebellion, enlisted, and served all through the war. His record as a soldier surpasses even that of his fire career for bravery and endurance, and that is saying considerable. Mr. Kearney is a member of the Volunteer Firemen's Association.

WM. HAW, Jr., joined Hose 17 October 16, 1846; afterward Relief Engine Company No. 46. Mr. Haw was a member of the Board of Appeals of the Volunteer Fire Department, and was also foreman of Hose 17 and Relief Engine No. 46. He is a genial and urbane gentleman, fearless of danger and gentle as a dove.

THOMAS W. ADAMS joined Engine No. 6 in 1853. He began his fire experiences at a much earlier day, however, being a volunteer of 42 Engine when his father was foreman of that famous company. Mr. Adams was born in the fourth ward of this city, in the year 1822. At one time he became alderman of the seventh ward.

JOHN McDERMOTT joined Excelsior Engine Company No. 2 on the 4th of August, 1852, and served about fourteen years with her.

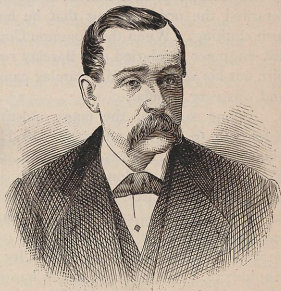
LORENZO B. SHEPARD was a member of Engine 46 after her reorganization in 1852, and it was principally through his exertions that she was reorganized. Mr. Shepard was at one time district attorney of this county, and was the principal leader in the movement which resulted in the election of Franklin Pierce as President.

ROBERT FOSTER, better known as "Bob," who was alderman for three terms, was also a member of 46 Engine. OLIVER S. HIBBARD also did good duty with 46.

MICHAEL DALTON was foreman of Hose 17 in the palmy days of the old Department. Mr. Dalton died quite young, and his death was very much regretted by a large following of friends and acquaintances, to whom he had endeared himself as a friend and a companion. A large body of firemen followed his remains to the grave.

THOMAS M. V. BUREN DUVALL joined Engine 16 in 1858, serving out his full term, and is now an exempt.

ANDREW JACKSON served out his full term as a member of Hose 44. This Mr. Jackson has no connection whatever with the old hero of New Orleans.



M. McCullough.

OSCAR A. WALLER belonged to Engine No. 15 when she lay in Thirty-sixth Street. Mr. Waller is an exempt, and at present is engaged in the building business.

JOHN J. FINN, of the sheriff's office, was a member of Engine 14, and did good duty in the latter days of the Department.

WM. F. SEARING first joined Hose 54 when she was located in Franklin Street. He afterward joined Engine No. 30, and served until the disbandment of the Department in 1865. He served as representative and foreman of both companies, and was a prominent candidate for assistant engineer when the Department went out of existence. At present, Mr. Searing is a director of the Volunteer Firemen's Association.

DE LANCY BARCLAY, who was an assistant engineer in the year 1848, was the son of the British consul. He was rather neat in appearance, and often ruined valuable clothing while fighting the fire fiend.

While at a ball one night a fire broke out some distance away, and he went to it in ball costume. While working like a beaver to extinguish the flames, he accidentally fell into a tub of soft soap and ruined his suit. The owner of the property, when he heard of Barclay's mishap, sent him an order for a new suit, but Mr. Barclay returned the order, saying that he had money enough to buy his own clothing. When the Common Council made the office of assistant engineer a salaried one Barclay resigned, absolutely refusing to hire out his services. Mr. Barclay came originally from 38 Engine, and was very popular.

Among some of the many old-time and popular fire laddies belonging to old "Southwark," 38 Engine, I might mention the names of JOHN DOWNEY, the noted captain of the Eleventh New York Volunteers, Colonel Ellsworth. Captain Downey was taken prisoner at the battle of Bull Run, Va., at which engagement he lost a leg. He was kept for a long time in captivity, and then released, a cripple for life. He joined 38 in 1847. GEORGE BEVENS, he who for many years rang the City Hall bell, was a member of Engine 38. George was never happier than when he had some of the old-timers seated with him up in his tower on the roof of the City Hall. It was a great resort for Tom Ryan, of Engine 21, who for many years was captain of the Superior Court squad. WILLIAM S. DUKE belonged to 38. He was one of the pressmen



who went to Europe with the famous American, or Hoe press, which was ordered for the London "Times." Duke is now a resident of Philadelphia. PETER SHIELDS joined 38, and afterward became a member of the Insurance Patrol, where he is still on the watch. JULIAN BOTTS, DAVID ORPHEUS, MORTIMER TUNISON, DAVID POLLOCK, JAMES W. HOMER, the engine builder, DANIEL BERRIEN, and GEORGE T. ALKER were also members of 38. Of the latter I will have more to say anon.

PETER MASTERSON, ex-foreman of "Black Joke" Engine No. 33, was born in the city of New York, December 25, 1829. When only four years old he ran to a fire after 3 Engine, then located in Mott Street, between Prince and Houston, and for this disobedient act he received a severe flogging, which completely extinguished all enthusiasm in him for fire duties for many years after.

In 1850 he joined Engine Company 36, located at Seventieth Street and Broadway, on the Bloomingdale Road, and served in that company about one year. At the close of that period the company was disbanded, in consequence of their failure to make an annual return. A law had been passed by the Common Council directing the foreman and secretary of each company to make a return under oath of the duty done by the members of their company, but as 36 Engine had a large roll and only five members doing active duty, among whom was Mr. Masterson, the foreman and secretary were afraid to make a return. Mr. Masterson then organized a new company in the following year, 1852, which was popularly known as "Black Joke" Engine Company No. 33. She was located at Fifty-eighth Street and Broadway, and Mr. Masterson was for very many years her foreman. During his term as foreman he was suspended off and on for about three years for various little acts which the company had been guilty of. No matter what the company did, Mr. Masterson assumed all responsibility, and usually received all the punishment. As a consequence, the company would not have any other foreman save Mr. Masterson, and whoever had command of the engine was always subject to Mr. Masterson's instructions as to the working of the company. "Black Joke" was recognized as one of the hardest-working and most alert companies in the city of New York. She was recognized as a power in the Department, and took

particular interest in all elections, especially those for chief engineers. Howard and Decker were great favorites of Mr. Masterson, and both of those gentlemen received the unanimous vote of "Black Joke" Engine. The influence of "Black Joke" was always looked after by candidates for chief and assistant chief engineers, all knowing that if they got a vote at all from "Black Joke" they would get a unanimous one. The vote of this company was cast unanimous for every measure brought before it, notwithstanding it was composed of persons of all nationalities, and of different religious and political creeds. Mr. Masterson was instrumental in organizing Hook and Ladder Company 16, located at the corner of Fifty-first Street and Lexington Avenue. A member of Mr. Masterson's company, Robert Gamble, was 16's first foreman. Mr. Masterson was also instrumental in organizing Hose Company No. 34, located at the corner of Forty-first Street and Eighth Avenue, for another member of his company, James A. McCormick; and he, too, was made foreman of the new company. He was also instrumental in reorganizing Engine Company 36, located at Sixty-eighth Street and Broadway, of which Henry Linden was elected foreman. He was also instrumental in organizing Pete Masterson Engine Company No. 32, located at One Hundred and Fourth Street and Bloomingdale Road, for his brother-in-law, John Quin, who was a member of "Black Joke," and who became the first foreman of the new company. Mr. Masterson was elected by the Board of Representatives of the Volunteer Department one of the trustees of the benevolent fund, and was very popular with all classes. During the draft riots of 1863 he did heroic service. There were a number of fires in the upper part of the city where the mob was very defiant. No engine company seemed desirous to go to work until "Black Joke's" foreman, Pete Masterson, had led the way. When Mr. Masterson gave the order to 33 to get to work, every one else seemed to follow suit, and the mob generally got more than they bargained for. On the first two nights of the riots Mr. Masterson kept up steam to its highest point on the engine. Besides, he formed his men into a patrol, extending from Sixty-second Street down to Fiftieth Street, and from Sixth Avenue to the Hudson River, the object being to protect the citizens and their property along the route. For this the citizens afterward presented him with a beautiful case of pistols, and also presented the

company a large purse of money as a token of their appreciation of the bravery evinced by the fire laddies. Mr. Masterson and his company served for five months after the disbandment of the Department, at the request of the Commissioners of the paid Fire Department. When the new Department was organized old "Black Joke" Engine Company called a special meeting, and all its members resigned, and, turning the engine in "tongue first," bid adieu to fire duties. "Black Joke" Engine Company 33 was organized as a social club in October, 1880. On this occasion about fifty of the survivors of the old company met at the house of their old foreman, Mr. Masterson, and unanimously elected him foreman of their social "Black Joke." He has been unanimously reelected every year since, and is at present a member of the Board of Aldermen of the City of New York. No more popular or efficient official holds office under the City Government. The organization participated in the grand parade on Evacuation Day, in 1883.

ANTHONY BURKE, so well and so favorably known in the Old Volunteer Fire Department, was born about fifty years ago. He joined the New York Volunteer Firemen on May 11, 1857, where he did gallant service in the ranks. As a testimony of the esteem and respect in which he was held by his comrades, they, in 1862, elected him assistant foreman of their company, well and familiarly known as Americus Engine No. 6. In 1861 he was elected foreman, and in April of the same year he enlisted with Ellsworth Zouaves and was severely wounded at the battle of Bull Run. On his return to New York he was installed foreman, and in 1864 and '65 he was reelected to that position. These honors speak highly of Mr. Burke's efficiency and popularity with the members of 6 Engine. At the last parade of the Volunteer Fire Department of Philadelphia, Foreman Burke, with one hundred men, with their double-deck engine, went on from here and marched in the procession. After the disbandment of the Volunteer Fire Department, Mr. Burke organized the Americus Six Association, which has for years been an active organization. At the close of the late war he sent to Hibernia Engine Company, of Philadelphia, a beautiful picture representing an American and an Irishman shaking hands, which at the time had a neat significance. He took an active part in the Evacuation Day parade

in 1883, and also in organizing the present Volunteer Firemen's Association, and now wears badge No. 1 of that organization. Mr. Burke is an enterprising and wealthy business man in this city, and his home and places of business are decorated with many memorials of the brave old days. He is a true friend and a blithe companion, and cannot help being popular with his legion of friends and acquaintances.

A. I. BRUSH was born in New York City in March, 1842. He received a common-school education, and at an early age was apprenticed to a sail-maker. The love of perilous adventure was strongly developed in him, and in March, 1862, he celebrated his twentieth birthday by joining Hose Company No. 13. Up to the disbandment of the Old Volunteer Fire Department in November, 1865, "Ike," as he is familiarly called, stood steadfastly by his colors. He "ran" to the very last fire that was handled by the Old Volunteers. Though a young man in the Fire Department, Mr. Brush had clear judgment and possessed more knowledge about fire matters than many older heads. Indeed, his judgment was eagerly sought by some in authority. His memory for dates is remarkable, and when any question arises about the dates and localities of big fires in the past, he can settle the dispute instantly, as he always took the keenest interest in such matters, and consequently remembers them clearly and vividly. Mr. Brush took an active part in the Volunteer Firemen's parade on Evacuation Day, in 1883, and also in organizing the present Volunteer Firemen's Association, of which he is an officer. He was the author of the "general alarm" system. Mr. Brush is a sail-maker by profession, and has a very extensive business in New York. He is always delighted to meet one or more of the old comrades, and recall reminiscences of the good old days which have passed, never to return.

CAPTAIN JOHN COYLE, ex-foreman of Hose 42, did eleven years of volunteer service with this company. He was born in New York City April 20, 1834. When the war broke out he was commissioned captain of Company A, of Ellsworth's Fire Zouaves, 11th Regiment, New York Volunteers, in which regiment Company A played an important part in the exciting scenes which occurred at Alexandria, Va. Soon after the arrival of the regiment at that place, Colonel Ellsworth selected this company to go with him to the Marshall



House, to take down the rebel flag flying from the flag-staff of that building, and was shot dead while coming down-stairs with the flag over his arm by Jackson, the proprietor, who in turn was shot dead by Corporal Frank E. Brownell of Company A. The regiment subsequently took part in the first battle of Bull Run. After the disbandment of the Zouaves, Captain Coyle received a commission in the One Hundred and Seventieth Regiment, New York Volunteers, and participated in all engagements of the Army of the Potomac, in the Second Army Corps, from the Second Spottsylvania to the surrender of Lee to Grant, April 9, 1865. Shortly after being mustered out of service he returned home, and was appointed, October 30, 1865, assistant foreman of Engine Company 34, of the present New York Fire Department, with which company he served some two years, and was then transferred to Hook and Ladder Company 15, in Tenth Avenue and One Hundred and Fifty-fifth Street. It was while here that a fire occurred at the mansion of the elder James Gordon Bennett, at Washington Heights, and the building escaped with very little damage, principally through the efforts of Hook and Ladder 15 and Engine Company 38, both companies at the time under command of Captain Coyle. The brave and efficient work of the firemen was so much appreciated by Mr. Bennett that it led to the creating of the fund by which the Bennett Medal is annually provided for the most meritorious fireman for each year. It was first suggested by Mr. Bennett to make a substantial present to the two companies. Subsequently Captain Coyle received from the Board of Commissioners permission to accept such present. Later the scheme took its present form of presenting a medal annually. Captain Coyle was promoted and transferred to Engine Company 2 as captain, July 25, 1870, and while in this company was badly injured by a falling wall at a fire in Hale's piano factory. He remained in Engine Company 2 over seven years, and was then transferred to Engine Company 34, February 1, 1878, from which he retired August 15, 1884, having served in the present Department eighteen years and nine months. He is still with the old boys in the Noah L. Farnham "Fire Zouaves" Post, as S. V. Commander.

JOHN GEERY joined Knickerbocker Engine Company No. 12 February 7, 1860. Resigned May 23, 1860. Joined Lexington Engine Company No. 7 June 11, 1860, and remained until the

disbandment of the Department. Served as representative three years in Engine Company No. 7. Mr. Geery enjoys the respect and confidence of a large number of friends and acquaintances, any one of whom it would be considered an honor to claim as a friend.

JOHN H. STRAUSS was born in the north of Germany in September, 1838, and arrived in New York in 1853, being but fifteen years old. In 1857 young Strauss began to run to fires, and did good service with Washington Hook and Ladder Company No. 9, then situated in an old one-story frame house on East Twenty-sixth Street, near Third Avenue. In 1859 he became a member of this company, and his advent into the New York Fire Department is looked upon by him as one of the pleasantest of his earliest recollections. He remained in the above company until May, 1862, when he moved

across town and joined Franklin Engine 39, then located on West Thirty-first Street, near Seventh Avenue, and subsequently became treasurer of this company. During the riots in 1863 Mr. Strauss gave an illustration of that indomitable pluck which in his early days was a prominent characteristic of his. Two colored families were in hiding in Thirty-second Street and Seventh Avenue, and momentarily expected to be outraged and murdered by the scoundrels who were running wild through our streets at the time, when they espied Mr. Strauss and a couple of companions in the vicinity. At the immi-



Luke Gleeson.

nent risk of their lives Strauss and his friends guided the hounded creatures to Twenty-ninth Street and Seventh Avenue, and though the mob made an effort to take the unfortunates away from their

protectors, John Strauss's formidable pistol and the determined look upon his face caused the ruffians to refrain from any diabolical plan they might have had determined upon. Mr. Strauss remained with 39 Engine until the disbandment of the Department. For nearly twenty years Mr. Strauss carried on an extensive milk business, and recently entered upon a new enterprise, having opened an extensive and magnificent grocery house on Ninety-first Street and Park Avenue. His stern honesty, practical common-sense, and genuine good-nature have made him many friends.



Joseph Shaw.

CAPTAIN LUKE GLEESON was appointed a member of the present Fire Department in 1869, and was assigned to duty with 12 Engine. Close attention to duty, strict honesty, and thorough capability have advanced him to the rank of captain, and at present he has charge of a division of the Life Saving Corps, a band of as brave ladies as ever scaled a ladder or rescued an inmate from a burning building. Mr. Gleeson's heroism has caused his name to be enrolled in the book of merit of the Fire Department, and his popularity among his associates in the Department and his many friends in the social sphere have obtained for him a name that any might be proud of.

CAPTAIN JOSEPH SHAW was a member of the Old Department, having joined 13 Engine in 1859, in which company he remained until the disbandment of the volunteer system. Immediately upon the organization of the present Department, Captain Shaw was appointed a member. At present he is in command of Hook and

Ladder Company, No. 13, and his general good-nature, thorough appreciation of merit in his men, and love of doing good for another have given him a popularity in and out of the Department that any might envy.

JAMES R. MOUNT is a typical New Yorker, and still retains considerable of his former vitality. He early in life joined 14 Hose, and soon became its foreman, a position to which he brought both honor and renown. His fire life reads like a romance, but it is reality. I wish I had more space to devote to this brave fellow.

At one o'clock on the morning of March 17, 1852, during a very heavy and severe snow-storm, a fire broke out at No. 89½ Bowery, in a double building, occupied on the ground floor as a paint store, and on the upper floors as a tenement, occupied by several poor families. When Mount first got to the fire the building was filled with flame and smoke. Under the stair-way was stored a large quantity of turpentine, varnish, oils, etc., and the stairs had been burned partly through. Mount found that the people had all taken refuge on the upper floors, the stair-way being unsafe for them to descend, and, knowing that moments were precious, ran up the burning stairs to the people, who were in a state of intense excitement, and tried to quiet them, fearing that they would jump from the window and be killed. As he reached the first landing he found a young girl attempting to go down by the stair-way, and tried to persuade her to return, but she refused, and was soon in a fainting condition. Mount caught her in his arms and lowered her down the tottering stairs, which by this time were all ablaze. Joseph Skillman, who afterward got killed in the Vesey Street coffee mills fire, by a chimney falling on him, was with Mount, and he picked up the girl and carried her unharmed to a place of safety.

As Mount was turning to go up the next flight of stairs by feeling his way through the smoke, he trod upon a man who had been suffocated, and who was dead, and on the next flight he found another man, who was also suffocating, who was taken out after the fire was extinguished, and subsequently died. One of the men who was taken out afterward returned to get his money, and in doing so he lost his life. When his body was found, he had \$49 in gold



climbed in his hand. Mount reached the excited people, and told them to be quiet and not jump out of the window or attempt to go down-stairs, for if they did they would certainly be killed, but to wait until a ladder could be procured, and they would be safe. Mount then put his coat over his head, to prevent being suffocated, and got down-stairs the best way he could, jumping the last flight, which had almost burned through. The others, meanwhile, had procured a ladder, which was too short to reach the third-story windows, and they had to put it on a hogshead.

During all this time burning turpentine and varnish was running from the store over the sidewalks. Nobody offered or cared to go up the ladder in the midst of this burning mass and risk the frail foundation upon which it was placed, and Mount then said he would go. The hogshead was held in its place by the others, and he mounted to the windows and brought down two children, and returning to the burning building he secured their mother and a girl, who weighed one hundred and eighty pounds. Mount, after getting half-way down the ladder, fainted with his burden, and the firemen held up their hands and caught him and the woman uninjured. The crowd gave cheer after cheer for the brave fellow, and the Common Council shortly afterward presented him with a silver wine set valued at \$400, and his friends gave him a silver trumpet beautifully engraved.

The following is the inscription on the trumpet referred to:

Presented by voluntary subscription on the second annual parade of the New York Fire Department, June 14, 1852, to James R. Mount, foreman Atlantic Hose Company 14, as a memorial of his heroic conduct and valuable services rendered at the fire No. 89½ Bowery, on the 17th of March, 1852, in saving the lives of Mary Koephe, Mrs. Miller and her two children.

COMMITTEE OF PRESENTATION:

Zophar Mills, Charles McDougall, George W. Matsell, Cornelius V. Anderson, T. Brennan, Stephen Hoyt, John S. Belcher, Henry Dater, B. W. Osborne, Harry Howard, Joseph Coles, Henry Arcularius, Jr.

On one side is a representation of the rescue from the building of the persons alluded to in the above inscription, while on the other side the hose-carriage on its way to the fire, drawn by the boys, with the foreman well in advance, is delineated. A coil of hose is entwined around the upper portion of the trumpet, and

flowers, vines and flowers, delicately and beautifully traced, fill up the remaining places.

The New York "Herald" of March 27, 1852, after referring editorially in eulogistic terms to Mount's heroic action at the fire in the Bowery, continues as follows :

A case which came to our knowledge yesterday speaks volumes in his favor, not only as a fearless fireman, but a whole-souled MAN. Some time since a rear stable in Mulberry Street took fire, and a poor Irishman, whose sole means of support were his horse and cart, stood on the sidewalk wringing his hands, the very picture of despair. Mount witnessed his distress, and ascertaining the cause of it, dashed up the alley that led to the stable, and in a few minutes placed the horse in the possession of its owner ; not, however, without suffering severely himself, his eye-brows being burned completely off.

Nor is the young man in question a solitary example of the worth of the individual members composing this most noble of all organizations. There is scarcely one *true fireman* who does not possess, in an eminent degree, the same ennobling qualities. There are, to be sure, some very disreputable characters who, by running with an engine without authority, will sometimes bring discredit upon its company, and there are a class of persons who are only too ready to seize upon any pretext to blacken such company's fair fame ; but to the discriminating portion of the public, the opinions of such people go for nothing. Does not the heroic conduct of James Mount call for some suitable presentation from his fellow-citizens ? Who will move first in the matter ?

JOHN J. BLAIR, ex-fire commissioner, was born in this city on the 17th of April, 1833. In early youth he learned the trade of machinist. In 1852 he joined Engine No. 6, better known as "Big Six." He was the means of saving William M. Tweed's life in 1854, and the "boss" was not a man to forget John Blair. When in his twentieth year Mr. Blair was made constable of the Seventh Ward, and was obliged to wait until he became of age. A year and a half later he was made assistant captain of the police in the same ward, a position he held until the Metropolitan Police Law came into existence. In 1862 he went to Hilton Head, under orders from the United States Naval Department, as superintendent of the repairs and machinery of gun-boats, and his excellent work won him considerable renown. Completing his contract with the Federal Government, he came back, and was for a while connected with the Fifth Judicial District Court. During all those years he maintained his connection with the Old Volunteer Fire Department, and in every position he was their steadfast friend and advocate. No fireman was ever neglected or in want of a firm friend when John J. Blair became acquainted with his case. Besides, he was always the stanch, unyielding friend of the

toilers for daily bread, and was the first President of the Workingmen's Union of this city. His popularity with the workingmen sent him to the Legislature in 1867, he, to the surprise of the shrewdest politicians, defeating the Tammany candidate in the latter's own supposed stronghold. He was returned to the Legislature again in 1870-'71-'72. The Workingwomen's Bill introduced by him, and passed, was one of the best measures of its kind ever put through the Legislature. In 1870 Hon. J. J. Blair was appointed Fire Commissioner, and made a model official, knowing its duties so well, and ever alive to the welfare of the gallant men under him, and always mindful of the old volunteers and their interest. Mr. Blair is now one of the directors of the Volunteer Firemen's Association, and though admitted to the bar, does not practice law to any extent. His friendship for Mr. Tweed was proverbial, and it showed the true character of the man. He always believed that the man who could not stand by a friend in adversity was not entitled to the term man. Mr. Blair is very popular in all circles, and a man whose word is his bond.

EDMUND SMITH was born in the city of New York December 7, 1827, and joined the Volunteer Fire Department July 17, 1850. He served out his time with Red Jacket Hose Company No. 45, and ran with "the machine" as a volunteer and member for nearly forty years. He was present at the great fire in 1835, and also at the great explosion in 1845 at Croker & Warren's store in Broad Street, when Augustus Coudrey lost his life. At the explosion in Hague Street in 1849 he was likewise present, and rendered good service in getting out the killed and wounded. On that occasion he helped with Zophar Mills and others to get out the son of John J. Tindale, who was buried under the ruins for the space of twenty hours.

Mr. Smith came nearly losing his life at the burning of the old Harlem Railroad depot at Forty-second Street and Fourth Avenue in 1854, by falling from the roof to the ground beneath, where he lay insensible for many hours. He was at the burning of Harper's Building years ago, and helped to save many of the working girls through the rear of the building on Cliff Street, when all other escape was cut off. He was present also at the Jennings fire on Broadway, when many of the old boys lost their lives.

He was on the volunteer roll with Union 18 Engine, known as "Old Dry-bones," and also on the volunteer roll with Mazeppa

Engine 48, known as "Old Wild Horse." He is a member of Ellsworth Post No. 67, G. A. R., and also a member of the Volunteer Firemen's Association of the city of New York.

JOHN WILDEY was born in New York City, March 28, 1823. He lived in the Eighth Ward over fifty years, and was a runner in the Old Department for five years. He then became a member of Equitable Fire Engine Company No. 36, then located in Varick Street, in December, 1844. He served with this company until its disbandment, and then became a member of Oceanus Engine Company No. 11, located in Wooster Street, near Prince Street. Here he remained as a member until the disbandment of the Old Volunteer Fire Department, serving in all the various offices, and holding that of foreman for several years. While foreman the war broke out, and at the first call for volunteers he raised a company of ninety men, all of whom belonged to the Fire Department. Mr. Wildey was elected captain, and joined the Eleventh Regiment New York Volunteers, Colonel Ellsworth's First Fire Zouaves. He went with that regiment to the front, and was eminently distinguished for his bravery. At the first battle of Bull Run he took a prominent part in recapturing the



Capt. Wildey leading Co. I,  
11th N. Y. Volunteers.

Sixty-ninth Regiment's colors from the rebels, and gallantly returned them to that regiment. On the return of the Fire Zouaves to New York, Captain Wildey was elected one of the coroners of the county, and held the office for two terms of three years each. He was also president of the old Mutual Base-ball Club in its palmy days, and took them on an extensive tour through the country. At present he is a prominent member of the Veteran Firemen's Association and Noah L. Farnham Post No. 458, G. A. R. He resides at Bayonne, N. J., where he is street commissioner. Everybody knows of Jack Wildey of "Black Horse Guard" fame. He was always a great admirer of athletic sports of all kinds, and, although sixty-two years old, he would astonish some of the present generation should they try their strength against him. He never tasted liquor in his life.



Speaking of his war record, the New York "Herald" of July 27, 1861, says:

Conspicuous among the heroes of the recent battles stands Captain Jack Wildey of the First Regiment of Fire Zouaves. In the midst of the battle-field the stalwart form of Jack Wildey could at all times be found at the head of his comrades, and fighting with a desperation that made the enemy quail before him, giving hope and courage to his brave comrades. At the fight at Bull Run, when the flag of the glorious Sixty-ninth Regiment was wrested from them by a superior force of the enemy, Jack Wildey rushed forward at the head of his brave men, and after a bloody contest, in which he killed two men,—one a rebel officer, whose sword he took from him as a trophy,—recaptured the flag, and after marching four miles he restored it to the gallant corps from whom it had been taken.

GEORGE R. CONNER was born in New York City, October 31, 1831. "I joined the New York Volunteer Fire Department in the year 1850, as a member of Croton Hose Company No. 6, which company was organized in 1835, and located at No. 23½ Gouverneur Street. At the time of its organization," continues Mr. Conner, "it occupied a portion of the same lot with the original 'Black Joke' Engine No. 33. After the retirement of No. 33 from service, the famous Americus Engine No. 6 occupied the same premises until a new house was built for them in Henry Street. After the removal of 6 Engine, a new house was built upon the whole lot No. 23 Gouverneur Street, for the use of 6 Hose, where the company remained in active service until relieved by the paid system in 1865." Mr. Conner was a member of 6 Hose from 1850 to 1865, having filled in that company the official positions of secretary for two years, foreman three years, and representative six years. He was the company's representative at the time of the dissolution of the Old Volunteer Fire Department. In the year 1860 he joined the Exempt Engine Company, composed only of exempt firemen, and after three years' service as a private was elected to the position of second assistant foreman, under the command of John J. Gorman, first assistant, and Zophar Mills, foreman. He retained that place until the old company was dismissed from the volunteer service in 1865. Mr. Conner was elected in 1871 one of the trustees of the Widows' and Orphans' Fund of the New York Volunteer Fire Department, and faithfully discharged his duties until his removal to Brooklyn. In the year 1861 he became a member of

the old Exempt Firemen's Association, and retains his membership up to the present time. He was always held in high esteem by his friends in and out of the Department. As a fireman he was always prompt at his post and industrious while at work. In fact, no one could belong to 6 Hose who did not possess these qualifications, as speed, intelligence, and endurance were the three characteristics of this famous hose-cart.

His first important work as a fireman was at the Hague Street explosion, February 4, 1850, where he assisted in the rescue of young Tindale, whose tragic death on that occasion many of my readers are familiar with. The old fire spirit is still fresh in Mr. Conner, and with his old fire comrades he paraded in the full uniform of the old fire laddie upon the celebration of the centennial evacuation of New York by the British, November 26, 1883. He also paraded in uniform upon the occasion of the reception of the Philadelphia Exempt Firemen by their New York friends in 1884. On February 22, 1884, he became one of the charter members who organized the present Volunteer Firemen's Association of the City of New York, and was elected its first vice-president. He now resides in the city of Brooklyn, and is a member of the Common Council of that city, being elected in 1883 for the term of two years as an alderman-at-large. He is noted as a genial, whole-souled gentleman, whose honesty and frankness have gained for him the esteem and respect of friends whose name is legion.

THOMAS CLEARY was born in Ireland, but came to this country with his parents when a mere child. His father was an arch-rebel to British dominion in his native land, and hence came about the enforced expatriation of the family to America. Young Cleary had not yet quite arrived at man's estate when in 1856 he joined Washington Engine No. 20, and served until 1865. Washington Engine was located at No. 3 Temple Street, and bore an excellent reputation for the bravery and efficiency of its men. Among its members at one time were James Donohue, brother of Judge Donohue, Jeremiah Kennefick, Thomas Holahan, the famous proprietor of "Old Tom's," Charles Daily, John Joseph Morrissey, William Hackett, at one time an engineer in the Department, and a band of other noble fellows, most of whom have long since gone to their fathers. In those days

Temple Street was the chief center of the dry-goods business, which was nearly all concentrated thereabouts. The first engine used in the early part of Mr. Cleary's fire career was known as a "piano" engine, a very primitive affair, but very useful in its day and generation. The steam apparatus of to-day would bark its disgust at the ancient extinguisher. It was a traditional boast of the members of 20 Engine, that their apparatus was never passed on its way to a fire. Mr. Cleary, during his connection with the Volunteer Fire Department, acted successively as assistant foreman and foreman, and representative at Firemen's Hall. He was elected assistant engineer in the last year of the organization of the Old Department. While serving in the latter capacity Mr. Cleary assumed control over certain engines during the great fire of Barnum's Museum, at the corner of Ann Street and Broadway. He subsequently had charge of the fire in the "Tribune" building, which occurred on the night of Lincoln's assassination. Mr. Cleary is now the leader of the County Democracy in the First Ward, and was elected to the Board of Aldermen for the first time in 1883. He was reelected in 1884. He stands high with the constituency whom he represents, and among whom he is deservedly popular. As an alderman his official career has been marked by the strictest integrity and intelligence, and a constant attention to the wants of his assembly district. In personal appearance he is above the medium size, straight and well-built, with a florid complexion and honest blue eyes.

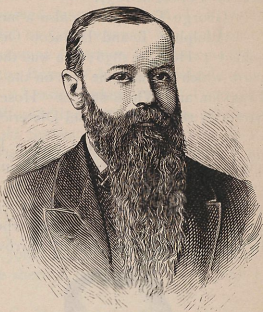
CHARLES E. BENEDICT was born on the corner of Reade Street and Broadway, formerly the site of the old Washington Hotel, and where now stands the Stewart building. He joined the Volunteer Fire Department in 1853, becoming a member of United States Hose Company 25. He served several years as foreman and representative of this company. He subsequently resigned, and joined Lady Washington Engine Company No. 40, of which he was a representative for two years. He ran for councilman in 1855 as an independent candidate, and was beaten by three votes. Mr. Benedict has held various official positions under the city government, and is one of the best-known and most popular gentlemen in the city of New York. He was elected recording secretary of the Old Volunteer Firemen's Association when it was first organized, and is still a

member of that organization. Always alert to his fire duty and the interests of his brother firemen, Mr. Benedict deservedly won the esteem of all with whom he came in contact. In his business transactions he has been no less popular, and his quiet, unassuming manners are features of his character.

JOHN S. GILES, late treasurer of the Exempt Firemen's Association, was an old fire laddie, and in the days of the Department was a valuable, hard-working member of it. He was born October 31st, 1799, and joined 3 Hose on February 4, 1834, and resigned from that company in 1836. In 1837 he joined 16 Hose, and subsequently was appointed fire warden for the Fourteenth Ward. At the time of his death he was eighty-one years old. Just before his demise, I obtained from him some very valuable statistics of the Old Department, which I published at the time in one of the daily papers of this city. Speaking of Jim Gulick, the famous chief, Mr. Giles said: "Gulick was a member of 15 Hose in 1837, and lived at 86 Canal Street. He was then register of New York, a position to which he had been elected mainly through the efforts of the firemen, on account of the Common Council, through political motives, having removed him and placed John Riker in his stead. This action brought into existence a party known as 'June Bugs.' 14 Engine had taken the lead in the opposition to the appointment of Riker, and the latter determined to make it warm for 14's boys. The members finally refused to do duty, and Riker had the engine taken to the corporation yard in Elm Street. Before she was removed, however, her members, who had spent nearly \$3000 on painting and mounting her with silver, stripped her of her valuables, particularly remembering to take her famous back. This artistic piece of work was beautifully painted by a leading artist of the day. Riker became furious with rage and demanded its return. When it was not forthcoming he proceeded to make a search for it, but the boys gave him the laugh. The Fire Department ball was being held at the old Park Theatre in Park Row, and the back was the principal ornament of decoration. A sheriff, under Riker's instructions, made a search for the relic, when the members of 14 heard of it, and smuggled the cherished ornament out through the stage entrance on Theatre Alley. They brought it to the store of Ceprean L. Tailliant, a member of



14, and a fire warden of the Third Ward in 1835. Mr. Tailliant kept an upholsterer's establishment in Barclay Street. There the relic was boxed, and when the sheriff, who had tracked it all the way, entered and searched, he was unable to find it, though at one time he actually sat upon the box which contained the coveted design. The next day it was quietly shipped to Savannah, Ga. The members of 14 then had an imitation back made, and, painting it a dead lead color, sent it to Riker, who refused to receive it, and insisted upon the return of the original. But the original was never returned. Riker, as a last resort, had all the members of 14 summoned to court, in order that they might disclose what had become of the back. By the advice of counsel 14's boys refused to testify, and as nobody could be accused, the matter was thereupon dropped. The back is now in a liquor store in this city. Riker was the last chief appointed by the Common Council. Mr. Tailliant is still alive, and resides in New Jersey, being upward of eighty years of age.



James H. English.

"Speaking of fire wardens, I may say that the office was abolished by the Mayor and Common Council May 23, 1845. James English, the ship-builder, was a fire warden of Eleventh Ward, in 1844. Daniel E. Pentz was appointed a fire warden for the Fourth Ward in 1829. Adam P. Pentz, for the same ward, in 1838. Frederick C. Havemeyer, sugar broker, living in Vandam Street, was a fire warden in the Eighth Ward in 1838. Isaac Webb, the ship-builder, was a fire warden of the Eleventh Ward in 1829; so was James C. Willett one for the same ward in 1837. Charles Forrester was fire warden of the Thirteenth Ward in 1838, as were also Charles H. Haswell, in 1833; James L. Poillon, in 1835; Carlisle Norwood, in 1832; Andrew G. Norwood, in 1838; Frederick W. Macy, in 1836.

"The Colgates were all old firemen, James B. being a member of the Second Ward Hose Company; Charles was fire warden of the Second Ward in 1833; Richard in 1835, and Gilbert in 1838. William Bleakley was a fire warden of the Third Ward in 1833.

"Albert Havemeyer, sugar refiner, joined 3 Hose in 1837.

"George A. and Samuel C. Thompson, merchants, were members of 9 Hose in 1837.

"George T. Hope was also a member of 9 Hose in 1837.

"Adolphus T. and H. Jacob Ockershausen, sugar refiners, both joined 1 Hose in 1836; she was then stationed at the corporation yard, which at that time was on the block bounded by Centre, Elm, Franklin, and White streets. Hose Company No. 2 was in Rose Street in 1831, with Daniel Dieterick as her foreman."

JAMES LEONARD joined Fulton Engine Company No. 21, when she lay in Temple Street in 1845, and continued as a member of this company until the disbandment of the Department. Mr. Leonard was the foreman of 21 for a number of years, and was in command at the disastrous Jennings fire, where so many firemen lost their lives. Mr. Leonard himself narrowly escaped death, being taken out of the ruins insensible.

After recovering he assisted in rescuing others from the débris. The members of United States Hose Company No. 25 gave him a vote of thanks for rescuing Charles Parks, a member of that company, who was held down in the ruins by a safe which had fallen across his leg and broken it.



James Leonard.

WILLIAM VAN SICKLEN was born in New York, and early began to run to fires. His father was a famous old

fireman, and a member of old 30 Engine. The Van Sicklens, father and son, did good service in the Old Department, the latter serving in Jefferson Engine 26. Mr. Van Sicklen is at present a valuable

member of the Volunteer Firemen's Association, and his services are well worthy of appreciation. He is popular, courteous, and honest.

The long list of honored names upon the roll of the Old Department could not be printed in one book. While memory serves me, however, I will mention a few of the prominent ones.

James McGowan, of Brighton Beach fame in particular, and sporting proclivities in general, served his time with M. T. Brennan Hose Company No. 60. So did ex-Congressman Morgan Jones; ex-President of the Board of Assistant Aldermen John Stacom; ex-County Clerk and President of the Board of Aldermen John Clancy, who owned and edited the old "Leader" when "Jack" Leveridge was the fire editor and George Wooldridge, under the *nom de plume* of "Tom Quick," wrote the "Old Sports of New York." John R. Lyng was one of its first honorary members, who, along with John Harrington, the "John Carboy" of the New York Sunday "Dispatch," did more real fire duty in the early days of the company than many of its regular members.

On the roll of Engine No. 5, better known as "Honey Bee," I find the following: James and John Horan, of the Sunday "Dispatch"; William C. Conner, late sheriff; James Fiddes, and John J. Moloney.

A. J. Delatour and Patrick C. Murray belonged to 28 Hose. Patrick became famous at one time on account of a nobby imported drab suit, which he was accustomed to air on pleasant afternoons.

Frank Hart, of Engine Company No. 22, was hurled with a roof of a house on Broad Street over into Broadway during the big fire of 1845. Frank, strange to say, was found to be uninjured. Samuel Waddell, Walter Adams, John Bennett, Jim Welsh, Hugh Leggett, Frank Pollock (he who kept the famous hostelry at Weehawken, where the boys were wont to go on a target excursion and eat Frank's big dinners), Oliver Hitchcock, founder of the famous coffee and cake house, now under the old Lovejoy Hotel; and Stanislaus Hagan, were all members of 22 Engine. James Hand, Edward J. Knight, and James Waite belonged to 2 Engine; Joe and John Costa, to 42; Chris. Johnston and Jack Wildey, to 11; Joe Nobles and Tom Levy, to 4; Seaman Lichtenstein, Alexander, Ben, and Bill Johnston, Andy D. Purtell, Owen W. Brennan, James Forsyth, and Harry Venn, to old 14; John Hamilton, of the American News

Company, and James Sullivan, the well-known publisher, to 56 Hose ; Joe Hamilton, to old 23 Engine ; Anthony Youmans, to 33 Hose, and at present a trustee of the Exempt Firemen's Association ; Tony Burke, William Gayety, William H. Burns, Billy Dunley (the only " Billy," and the best fireman of his day), William M. Tweed, Henry Close, and Dick Evans, to Americus 6 ; Frank Bazzoni and Francis J. Twomey, to 45 Engine ; James Higgins and Thomas Sullivan, to Hook and Ladder Company No. 12 ; John Southwell, to 10 Hose and 22 Engine.

The fire at Fulton and Nassau streets recalls John Carman, of 5 Engine, and Fireman O'Brien, of Hook and Ladder No. 11, who were killed by falling walls ; and Charles N. Johnston, foreman of 22 Engine, barely saved himself by standing within a window as the top walls crashed beneath him. Thomas Brooks, of 1 Hose, who at present is living at Washingtonville, Orange County, New York ; Captain William Raynor, Hugh Bonner, and Joe Hutton, of 40 Engine ; George R. Conner and Moses Dolbeer, of 6 Hose ; F. A. Ridabock and Mose O. Allen, of 3 Hose ; David Orpheus, Anson Herrick, Jr., of the old Sunday " Atlas," George T. Alker, Samuel R. Kirkham, and Thomas Hallum, of old 38 Engine ; John Loffer, Alexander Spaulding, and Thomas Mulligan, of 39 ; Andrew L. Lewis, Josiah Hedden (killed at the battle of Bull Run), John Tormey, and George Macomb, of 37 ; Henry Lewis, William Hennessey, Theodore A. Keese, and Edward R. Bertine, of 41 ; Charles Miller, David Broderick, Jonas L. Coe, Louis F. Hallen, Francis C. Senior, Thomas Coonan, Samuel A. Suydam, and John Cavanagh, of 34 ; George Smith and Paul Chappel, of 4 Hose ; William R. W. Chambers, of 22 Hose ; John Harned, of 50 Engine ; John Castles, of 2 Hose ; George Henderson, of 24 Engine ; Chris. Schieck, Lewis Hopps, of 1 Hose ; William Healy, John Hart, and Thomas Riley, of 35 Engine ; ex-Chief Joseph L. Perley, Alderman Anthony Hartmann, Thomas J. Carlton, Frank Clark, and Charles W. Roberts, of 44 ; Gilbert J. Orr, assistant engineer ; James Y. Watkins, Jr., and John Dechen, of 42 ; Stephen Lane, Robert C. Brown, Seth Douglass, and John C. Hooper, of 8 ; Matthew T. Brennan, Thomas Ryan, Alderman Thomas P. Walsh, Michael Crane, William Keese (killed in the War of the Rebellion), Thomas Constantine, James Glass, James Leonard, and Peter Weir, of old 21.



Five Hose, from 1830 up to 1845, numbered among its members the leading merchants and lawyers of the city, such as John Graham, the noted lawyer, and Valentine Mott, the celebrated physician and surgeon.

CHARLES MILLER is one of the oldest members living to-day who did duty with 34 Engine in the old Ninth Ward. Mr. Miller was the associate of the late Senator Broderick, having succeeded "Dave" as foreman of 34, when the latter went to California. Mr. Miller is a genial gentleman, a pleasant companion, and a true friend. His fire duty would fill a book.

JOHN J. TINDALE, long and favorably known as a valiant fireman, belonged to 15 and 19 Engines respectively. JACOB VARIAN, the Park Row wine and spirit merchant, was a member of Engine 12 some forty years. "Jake" is still in his prime, and with Mr. WILLIAM HAW, of 46 Engine, TOM ADAMS, of 6 Engine, and a few other choice spirits loves to talk over the days of "Auld Lang Syne."

CONKLIN TITUS, of Manhattan Engine No. 8, was called the "King Bell-ringer" of the city. It was said of him that the firemen could always tell, from the sound of the bell, on what part of the lever "Conk" had his hand. He narrowly escaped being burned to death, and was accustomed to wear a wig, which in time became well and favorably known. "Conk" was the father of twenty-one children.

JOHN BROWN, of 30 Hose, was one of the best firemen that ever held a rope. At a terrific fire on Seventh Avenue the brave fellow saved two children from a frightful death. Through an error this heroic deed was credited to Chief John Decker. Mr. Brown was presented by the Common Council with a silver trumpet and a purse of \$250 for his bravery on that occasion.

GEORGE GRADY, a popular and efficient member of 22 Engine, was drowned while on a fishing excursion. He was a brother of John Grady, at present a very popular and highly esteemed official of the Department of Public Works of this city.

WILLIAM B. DUNLEY is one of the best-natured and most jovial of the old laddies still alive. His enthusiasm over fire matters per-

taining to the Old Department is almost incredible, and in after years, when the chronicler of unique reminiscences of the Old Volunteer Fire Department of New York City shall have completed his labors, William B. Dunley will be found to have contributed the most varied and interesting topics that the days of the Old Department were fruitful of. Though connected with the Department in various capacities for years, his best work was probably done while a member of Americus 6.

WILLIAM H. RACEY joined the Volunteer Fire Department, October 15, 1855, and became a prominent member of Engine No. 40. He was successively elected to the position of secretary, assistant foreman, and, in 1861, to that of foreman of Engine 40. On the occasion of the visit to America of the Prince of Wales, Mr. Racey served as chairman of the committee on music engaged for the parade of the New York firemen in honor of the distinguished visitor.

In 1861 he enlisted in the Seventy-first Regiment, New York Volunteers, and shortly afterward was mustered out of the service, when he reënlisted to serve for three years in the Fifty-third New York Volunteers.

The terrible losses met with by the latter regiment during the Burnside expedition, in 1862, caused it to be disbanded, by order of General McClellan, who then commanded the Army of the Potomac. Upon his return home he promptly applied to Governor Morgan for permission to organize a military company for service in the field. The application was, however, denied, whereupon Mr. Racey, in fulfillment of a promise made to General Burnside, repaired in June, 1862, to Newbern, N. C. Upon his arrival there he was offered a commission as an officer in a Massachusetts regiment. This offer he, however, for certain reasons, respectfully declined.

Shortly after his coming to Newbern he decided to organize a fire department in that city based upon the plan so successfully adopted by New York. In this undertaking he was quite fortunate. The first company formed was named the "John Decker Engine, No. 1," of which Mr. Racey was made foreman. Soon other companies were duly organized, and in the short space of one year seven different apparatus were added to the newly formed fire department, of which Mr. Racey was elected chief engineer.

Besides rendering aid as firemen, the members of the department

also performed efficient duty as provost guards, and upon one occasion, during an attack made upon the city by the rebels, Mr. Racey, while in command of seven hundred men, was assigned to duty in the breastworks.

Later on, Chief Engineer Decker, of New York, received an invitation to visit Newbern and accepted it. He was tendered a very flattering reception.

Owing to sickness, Mr. Racey resigned his position in 1864 as chief engineer, and returned to New York, in which city he was born, October 15, 1832, at the corner of Prince and Mott streets.

He is very popular in military circles, is a member of the G. A. R., the Veteran Association of the Seventy-first New York Volunteers, the Society of the Army of the Potomac, and is also connected with the military order of the Loyal Legion.

Taken as a whole, his meritorious career has justly secured for him the esteem not only of intimate friends holding high positions in the State and National governments, but those of every walk of life, particularly in his native city.

WILLIAM A. THOMAS, the present chief of the New London (Conn.) Fire Department, was born in New York City, and is a brother-in-law of Mr. Thomas E. Tripler, who was formerly foreman of old Jefferson Engine, No. 26, which company was organized in 1803, and was located in 1813 in Henry Street, near the old Presbyterian church. With that company the subject of our present sketch served faithfully and heroically.

He was regarded by his former associates as having been an excellent fireman and a genial, whole-souled friend.

At the Cleveland inaugural ceremonies he accompanied the Volunteer Firemen's Association of New York as an invited guest, and received marked attention from members of that organization.

In the city of his adoption he is regarded with more than ordinary attention, owing to the high order of executive ability displayed by him in the management of the Fire Department of that city.

The further history of Engine 26, to which company Mr. Thomas belonged as above stated, is an interesting one. In 1832 it lay in Madison Street, near Rutgers, and was disbanded September 22, 1845. In December, 1851, it was reorganized under the same name, and remained in service until 1865, when it was disbanded.

JOHN A. CREGIER was one of the old-school firemen, a gentleman at all times, and a friend whose advice could always be relied upon. When a boy he was being continually whipped by his father for running to fires; but the more he was whipped, the more he would run to fires. It was no unusual thing for him to run from his



Silver Badge presented to Wm.  
H. Racey by N. F. D.

home in Morton Street to the Battery, and no matter how inclement the weather was, or how poor the facilities for extinguishing fires, young Cregier worked just as earnestly. He belonged to 40 Hose, and was elected assistant engineer for that company in 1847, serving until 1860. He was always in favor of introducing steam into the Department, and when he ran for chief engineer in 1860, against John Decker, that issue was made against him, and he was defeated. He joined Ellsworth's

Zouaves, and fought nobly for his country's freedom. The New York "Leader" of June 27, 1861, says of John Cregier:

It would seem invidious, where all behaved so gallantly, to mention any particular instance of bravery by the Fire Zouaves at the great battle on Sunday last. But we cannot refrain from noticing the chivalrous conduct of the officers in command, from Colonel Farnham down to the lowest corporal. The gallant Farnham proved himself equal to the occasion, and Cregier exhibited the same undaunted spirit that was ever shown when "under fire" in this city. All praise to the warrior braves of the Fire Zouaves!

GEORGE T. HOPE, President of the Continental Fire Insurance Company, and formerly President of the Board of Fire Underwriters in New York, died July 27, 1885, at his residence in Bay Ridge, L. I. He was born at Hopewell, in Orange County, N. Y., in 1818. When nineteen years old he was Secretary of the Jefferson Insurance Company, and had he lived eight days longer, he would have passed the fiftieth year of his life as an officer of insurance companies. In 1853, when the Continental was founded, he became secretary. Two or three years later he was chosen president. He was a Director of the Fidelity and Casualty Company, and became widely known as the originator and promoter of the New York Safety Fund law, which provides for a reserve fund against unforeseen losses. In his younger days Mr. Hope belonged to the Volun-





William H. Racey.

teer Fire Department, and was foreman of Pearl Hose. He was a deacon of the Greenwood Baptist Church, and very active in religious work, having at one time been President of the Baptist Publishing Society and other societies. A widow, two sons, and two daughters survived him.

GEORGE T. ALKER was born August 15, 1830, in the old Orange County House, corner Courtlandt and Washington streets, this city. He early manifested a desire to run to fires, and as a volunteer did



A Typical Fireman.

good work. When quite a young man he joined old Southwark Engine 38, which then lay in Ann Street. It was not long before he became assistant foreman, and subsequently foreman, of this well-known engine, which had attached to it some of the best men in the city. In 1859 Mr. Alker was elected assistant engineer, and served in that capacity until the disbandment of the Department in 1865. The old Apollo Hall on Broadway, opposite Lispenard Street, was kept by Mr. Alker's father, and attained a widespread reputation. Here many of the firemen's balls were given, and on these occasions the most noted personages of the Old Department were wont to congregate. On one occasion Mr. Alker, then quite a young man, returned from a fire accompanied by a number of young friends, who conveniently stationed themselves about the house, while their friend

entered. Cautiously the latter opened a rear window, and was good-naturedly distributing pies to his friends, when the "governor" surprised him, and the subsequent proceedings didn't interest George very much. His generosity was a characteristic of the man, and had it been less so he might to-day be enjoying a competency. Mr. Alker is now connected with the Board of Assessors, whose office is in the City Hall, and enjoys the confidence and respect of all with whom he is thrown into contact. As foreman of 38 Engine Mr. Alker was probably the most popular young man in the city, and when the Old Department paraded, Southwark Engine generally came in for the largest share of praise from the crowds who thronged the line of procession, and admired the handsome engine, with her costly trappings, and handsome men carrying her rope. As secretary to the

Board of Assistant Engineers of the Old Department Mr. Alker became deservedly very popular, and the important duties of the office were never better performed than when he was in charge. Mr. Alker still enjoys comparatively good health, but his genial disposition and courteous ways are calculated to prolong his life for many days to come. He is an efficient and popular member of the Volunteer Firemen's Association.

ALONZO SLOTE, of the firm of Treadwell, Slote & Co., clothiers, corner Broadway and Chambers Street, N. Y., was born September



"Holding Pipe."

30, 1830. He joined the Old Department in March, 1851, becoming a member of 36 Hose, which at that time was located in Madison Street, near Rutgers Street. This company was composed almost entirely of clerks and merchants, and had the reputation of being the most efficient and intelligent workers of any company in the entire Department. Their calling placed them somewhat above the average fireman of the day, and it was the custom with some in the Department to sneer at the members of 36 and endeavor to precipitate a growl. When intellectual argument failed with 36's boys, they would resort to physical persuasion, and they never had occa-

sion to regret it. The company was highly respected throughout the Department as a rule, and though its members went to a fire in stylish and costly clothes, they worked as earnestly and as bravely as those who wore a red shirt and patched pantaloons. Whenever a parade took place 36 Hose was always the object of attraction,



Cornelius V. Anderson.

and on the occasion of the visit of the Prince of Wales to this country in 1861 the company spent over \$800 in their arrangements for the grand torchlight procession which was given in honor of the distinguished visitor. Some of the most prominent merchants and professional men in this city to-day were formerly members of 36 Hose.

Mr. Slote served eleven years in the Department, and his record proves him a brave fireman and a worthy citizen. One night in 1858, as he was passing along Division Street, near Rutgers Street, accompanied by his friend, W. A. Woodhull, Esq., he saw smoke issuing from a frame house, and walking through the alley-way he effected an entrance into the house through the rear. Three of the inmates were nearly suffocated with smoke when Mr. Slote entered, and after great difficulty he succeeded in getting them out of the place, ably assisted by his friend Woodhull. Eight persons were taken from the house insensible and restored to consciousness. Mr. Slote is the brother of Dan Slote, the original of Mark Twain's "Innocents Abroad," and is one of the most successful business men in the city. As treasurer of the Firemen's Ball Committee for several years, Mr. Slote became well and popularly known, and his indefatigable labor and wise councils were in a measure instrumental in making these balls as successful as they were. In the prime of life, Mr. Slote enjoys the respect of a large circle of acquaintances, and his business tact and honest dealings have placed him upon the list of rich men in our city.

WILLIAM P. ALLEN was born in this city in January, 1843. He was a member of Manhattan Engine No. 8, of the Old Volunteer Department, the first company to introduce and run a steam fire-



engine. On the 12th of August, 1864, Mr. Allen was seriously injured at a fire in Doyer Street, and it was thought at one time he could not recover from his injuries. He survived, however, and returned to active duty, where he remained until the organization of the present Department, when he was appointed a driver of Engine Company No. 12. On October 13, 1865, he was thrown from his engine while responding to an alarm of fire and severely injured. In 1868 he was transferred to Hook and Ladder Company No. 6, and served faithfully in that company until 1871. In that year he was detailed to headquarters, where, by strict attention to the interests of the public and his superiors, he was promoted to the responsible office of chief clerk of the Bureau of the Chief of Department, which position he still holds. A more attentive or industrious official does not live, and as a statistician on fire matters in general Mr. Allen has not an equal in the world. Since the days when Joe Perley was chief, through the successful career of Eli Bates, down to the present time, when Charles Oscar Shay capably and intelligently directs the Department, Mr. Allen has been faithfully attentive to his duties, and the records of the Department can show that what I say of Mr. Allen is true in every particular. Visitors who have had occasion to call at Fire Headquarters either on business or pleasure have departed with a pleasant remembrance of the gentlemanly and urbane official who has charge of the Bureau of the Chief of the Department. Mr. Allen's popularity in the Department is without parallel, and the fact is not to be wondered at when it is known that "Billy" never allowed a comrade to want while he had the means to alleviate him. The most notable instance of this gentleman's kindness was in the case of Fireman Edward McGaffney, of Engine Company 33, who, while on duty at a fire, received injuries to his eyes which resulted in blindness. Mr. Allen started a subscription among the members of the Department, and obtained a fund of \$4852.32. A few years ago, as a token of their appreciation of his kindness and benevolence to members and ex-members of the Department when in sickness or otherwise in need, a committee of officers and men of the Fire Department presented Mr. Allen with a valuable diamond stud.

There is a vein of humor running through this popular official, and his practical jokes have made him famous throughout the coun-

try. It was circulated around a few years ago that he was about to organize a Fire Department in Japan and another at Coney Island, and in a short time he was in receipt of barrels of letters from all parts of the world requesting appointments in his contemplated organizations. The following is a specimen of some which came in his mail and which provoked many a laugh to him and his friends:

NO. 10 CHERRY STREET, BIRMINGHAM, ENGLAND,

October 12, 1881.

THE SUPERINTENDENT FIRE DEPARTMENT, NEW YORK, U. S.

*Sir:* I beg respectfully to offer myself as a candidate for admission into your permanent staff, in connection with the Fire Department in your charge.

Being that I am unacquainted with your rules, etc., I may have done wrong in making this application; if I have done so, I beg you will accept my humble apologies.

Ever since I was able, I have traveled to fires on our machines in Birmingham, and my father, being Assistant Superintendent in the Fire Department here, has taught me thoroughly in the use of fire-extinguishing appliances.

I should be very glad to get an appointment in your Department if it's not against your rules, when I would take a pride in obeying the orders of my superiors, and I trust I should be able, with my experience here, to fulfill the necessary duties with your satisfaction. I am five feet eight inches in height, thirty-eight inches chest measurement, and twenty-one years of age, and in sound health. My father presents his compliments to you, and wishes you continued success in your arduous work. I am, sir, your humble and obedient servant,

GEORGE DAVID TEVIOTDALE.

P. S.—I am sorry I can't prepay a reply, or I would save you the trouble of getting stamps.

Young, healthy, and amiable, Mr. Allen bids fair to add many more years to his honorable life; and as he grows older, the dimples in his cheeks, which a titled visitor to headquarters once said seemed to be kissed by angels, grow no less attractive.

FRANCIS HAGADORN was born in this city in 1820, and after thoroughly learning the carpenter's trade did a lucrative business for over eleven years. In 1843 he joined 8 Hose, and subsequently allied himself with 10 Hose, of which company he was foreman. For the past thirty years he has been financial secretary of the Association of Exempt Firemen, and for four years was a member of the Board of Fire Wardens. He was for twenty-six years the surveyor of the Columbia Fire Insurance Company. Mr. Hagadorn is a gen-

tleman of considerable ability, and as a fireman in the old days did good and brave work. Quiet and unassuming, he enjoys the esteem of a wide circle of friends.

GEORGE T. PATTERSON was born on the 9th of March, 1824, and from the time he was able to crawl he has been identified with the Old Volunteer Department. He joined old Manhattan Engine No. 8 early in life, and was her last foreman. At the fire in the Duane Street sugar-house, Mr. Patterson and his friend, Tom Riley, were holding a pipe on a ladder against the refinery when the explosion occurred, and the ladder was blown a distance of fifteen feet back into the street, when it fell forward on the ruins. Both men, strange to say, held on to the ladder and escaped injury, by some means or other. Some years ago Conner's type foundry, at the corner of Ann and Nassau streets, caught fire, and while these same two firemen were in the fourth story of the building, throwing water on the flames, the floor fell, but the two brave laddies escaped through a window without injury of any consequence. Mr. Patterson, as treasurer of the Volunteer Firemen's Association, and one of its charter members, enjoyed the confidence and respect of all its members. Though sixty-one years old, Mr. Patterson is yet a lively old man.

WILLIAM LAMB was not only one of the most popular young men in the Volunteer Department, but was considered one of the best firemen in the upper section of the city. He belonged to Cataract Engine No. 25. In 1862 he was elected assistant engineer, and served with distinction until 1865. During the riots in 1863 Mr. Lamb displayed a daring and heroism which gained for him the commendation of the press and public throughout the city. He has been employed in the present Department since its organization, except during the time he honestly and intelligently served his constituents as a member of the Board of Aldermen, and at present holds the responsible and honorable position of superintendent in the Bureau of Buildings. Modest and retiring in disposition, Mr. Lamb is a complete history of the Old Volunteer Department in himself, and the brave acts and efficient work of this gentleman would fill pages of interesting reading.

JAMES M. CONNER, proprietor of Conner's type foundry, was one of the most efficient firemen of olden times that the Department could boast of. He was a member of "Honey Bee" 5, and for years was its treasurer. Mr. Conner enjoys the confidence of the entire business community for his probity and uprightness, and conducts one of the most successful and paying enterprises in the city.

WILLIAM C. CONNER was at one time foreman of "Honey Bee" 5, and, like his brother, was a type founder. He was very popular,



William C. Conner.

and when Tammany Hall nominated him for sheriff of this city, he was elected by an overwhelming majority. He used to delight to talk over the incidents of his fire life, and there was no man who did more valiant work or gave more wise suggestions than William C. Conner.

JAMES F. HORAN, of the Sunday "Dispatch," was born in this city on June 14, 1832. After receiving a public-school education, he entered a printing-office and thoroughly learned

"the art preservative of all arts." In early life he became an enthusiastic fireman, and in February, 1852, he joined "Protection" Engine No. 5, otherwise known as "Honey Bee," serving for the term of ten years. By a unanimous vote of the company, Mr. Horan was chosen foreman, and served with credit to himself, the company, and the Department. In 1859 Mr. Horan was elected a delegate to Boston to represent Typographical Union No. 6 of New York City. For fifteen years Mr. Horan served as a trustee of our Common Schools, and for four years he acted as one of the commissioners of Common Schools. Mr. Horan is a member of the Volunteer Firemen's Association, and takes an active interest in the development of the organization. Very quiet and reserved, Mr. Horan has a large following of friends.



MICHAEL FITZGERALD was at one time one of the best-known firemen in the City of New York. In 1859 he became a member of Engine 21. With that company he laid the stepping-stone to the position he subsequently held as a fireman. In 1863 he was elected foreman of 21 Engine, and served in that position until the disbandment of the Volunteer Department. He has served with distinction as a court officer, and has also occupied the honorable position of Assemblyman. This latter office he has for years filled with great credit. He is universally popular with all classes, and there are not a few who unite in declaring him to be worthy of any position of trust within the gift of the people.

CHARLES OSCAR SHAY, the present Chief of Department, was born in the eighth ward on October 22, 1834. He attended Grammar School No. 3 in Hudson Street, and afterward Mount Washington College, on leaving which he became book-keeper in a flour and grain store in West Street. This kind of life did not suit his taste. He longed for something more active. Subsequently he followed the trade of carpenter, and stuck to it until 1865. For eight years he had also been a member of Hook and Ladder Company No. 14 of the Volunteer Department, in Charles Street. On September 25, 1865, he was appointed foreman in the paid Fire Department, and attached to Hook and Ladder Company No. 5. In 1869 Foreman Shay was promoted to the position of district engineer. It was in this year, under the inspiration of General Shaler, that military titles were introduced into the Department. Foremen became captains, and district engineers were styled chiefs of battalions. In the latter rôle Chief Shay assumed command of the sixth battalion, and subsequently of the fourth and fifth. Joseph L. Perley, who was Chief of Department, was appointed fire commissioner in 1873. The vacancy was filled by Assistant Chief Bates, and Chief of Battalion Shay was appointed assistant chief. Ex-Chief Eli Bates once said of Mr. Shay:

"He is cool and judicious in the face of the greatest danger, and the equal of any fireman living. He possesses powers of discrimination in cases where danger is real or only fancied not to be found in many men."

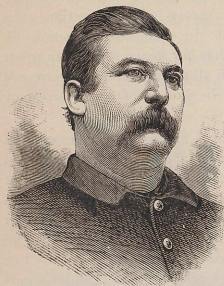
In September, 1877, Assistant Chief Shay assumed control of the great fire in Hale's piano factory, on Thirty-fifth Street and Tenth

Avenue. The difficulties he had to cope with were very great. The fire had gained considerable headway before an alarm had been sent out, owing to the confidence of the employ  s to extinguish the flames themselves. About fifteen minutes' delay was occasioned on this

account. Added to this, the supply of water was very meager, and many of the engines had to remain idle. A very high wind was also blowing at the time, which fanned the flames so fiercely that before Engine 34 could be removed it was inclosed in the fire and finally destroyed.

Special compliments were paid to the assistant chief on this memorable occasion for his untiring exertions, which did not end until every spark had been extinguished.

In the terrible conflagration known as the Broadway fire, in the neighborhood of Worth, Thomas



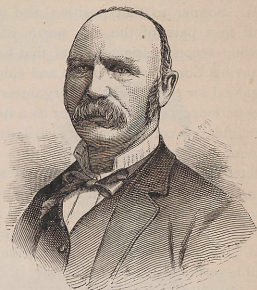
Thomas Dougherty.

and Church streets, five years ago, Assistant Chief Shay sent out an alarm to all companies below Fourteenth Street. The ground was covered with snow to a depth of several inches, and a supply of water was only obtained by tapping the large six-foot main running through Broadway. This was the first time in the history of the city that such an operation was resorted to.

Some years ago comparative tests were made on Ward's Island as to whether powder or dynamite would be more effective in sapping and mining. Chief Shay, as Assistant Chief of Department, had charge of the corps of sappers and miners. The first experiment was made on a wall twenty inches thick. Fifty pounds of powder confined in a box and placed against the wall was exploded. Though the detonation was terrible there was no apparent injury done to the wall. Six pounds of dynamite, exploded in the same manner, burst a large hole in the wall and shook it to its foundations.

Chief Shay is a quiet, unostentatious man, who has made the work of fire extinguishment the business of his life, studying it in all its

phases, familiarizing himself with all the machinery required, and, in fact, perfecting himself in the duties of a practical fireman. Like his noted predecessor, he is a man of few words, is always quiet and self-possessed, is personally brave but never reckless, knows what needs to be done and how to do it with the least expenditure of time and labor. He has had a practical experience in fighting fires in New York extending over many years, and has always been regarded as a thoroughly good fireman, and one whom it was always safe to trust in any emergency. He is now enjoying the full vigor of manhood, is strong and healthy, bidding fair to render the city as many years of valuable service in his new position as he has heretofore done in more subordinate ones. He enjoys to the fullest extent the confidence of the commissioners, the fire underwriters, and the entire force of the Department. He fully appreciates the responsibilities of his office, and that he will discharge them faithfully and to the satisfaction of all can be safely assumed from his past record.



Timothy Donovan.

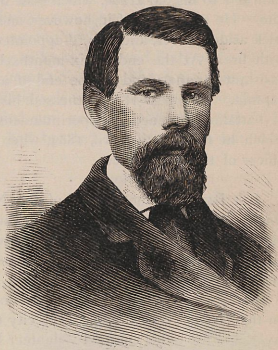
HUGH BONNER, Assistant Chief of Fire Department of the city of New York, joined Engine Company No. 40 (Lady Washington), in the Volunteer Department, June 16, 1860. In 1862 he was elected assistant foreman, and in 1864 foreman, in which position he served until the Department was disbanded. On the organization of the present Department he was appointed foreman of Engine Company No. 20 (September, 1865), and served in that position and company until May, 1873, when he was promoted chief of battalion, and assigned to the second battalion, where his excellent qualities as an inside fire fighter were quickly developed. The fact is generally conceded by all his associates in the Department that it must be

under peculiar circumstances indeed when a fire gains any headway with him, so determined and clever are his methods of fighting fire. This reputation, which was most deservedly won by him, prompted the Board of Fire Commissioners to create the position of Second Assistant Chief of Department, and in January, 1883, they promoted Mr. Bonner to that position, and assigned him to the command of all that part of the city north of Twenty-third Street. It was while second assistant chief that he organized the now famous Life Saving Corps, whose brave and valuable services in saving life have gained for them and their organizer a world-famed reputation. The experience of Chief Bonner as a fireman taught him that to be successful the corps must be distributed throughout the entire Department, and on his recommendation the Board of Commissioners so acted. At the present time there are several members of the corps in every company. On the retirement of Eli Bates as Chief of Department, and the promotion of Assistant Chief of Department Charles O. Shay as Chief of Department, in May, 1884, the Board of Commissioners immediately promoted Chief Bonner to the responsible position of Assistant Chief of Department, which office he now holds with credit to himself, honor to the Department, and the confidence of the citizens of this city. He is now in his forty-sixth year, and although having performed twenty years' arduous duty, is still hale and hearty, and a perfect model of physical beauty. Chief Bonner is rather of a quiet and reserved nature, and although not inclined to talk much, he is decidedly a ready and vigorous debater. He was born and reared in New York City, and from his boyhood has been very popular with all classes.

He recently perfected a valuable improvement for use on the water-towers. It is a swivel-pipe three and three-quarter inches in diameter, and operated from the deck of the tower. It has several novelties in its construction not heretofore claimed or used at fires by any Department, and has been made more effective at large fires than any street pipe. When ready for use the pipe is about seven feet in length by three and three-quarter inches in diameter, and provided with swivel and elevated gearing so ingeniously constructed as to be operated on any surface, turned to any point of the compass, or elevated to any desired degree. It requires but four men to operate the pipe, one stationed on the deck of the tower and the three



others on the street. There is also a spray attached to the pipe, which can be operated at pleasure for the protection of the men on the deck of the tower or boat. Should the heat from a burning building become so intense as to drive the men with their play-pipes from its front, the swivel-pipe can then be located in the necessary position, the men relieved from attending it, and the stream continued on the flames during the entire progress of a fire. The pipe is in no way connected with the water-tower proper, but is entirely independent, and is operated in such a manner as to sweep the entire front of a building from the cellar to the roof, providing the necessary supply of water is forthcoming. The pipe is particularly adapted for use in fighting fire in steam-boats and piers. The three water-towers and the fire-boats *Zophar Mills* and *Havemeyer* are all equipped with the new pipe. The first public exhibition of the improvement was given in April, 1885, at the foot of West Thirtieth Street, North River, in the presence of the Fire Commissioners, Chiefs



Patrick Fitzgerald.

Shay and Bonner, and Captain Castles. The fire-boat *Zophar Mills* supplied the water, and the results attained elicited hearty approval from all those present. A strong and powerful stream continued to issue from the nozzle without being in the least affected by the use of the spray attachment, which, when in operation, thoroughly saturated the ground for a distance of forty feet in diameter. The rapid manner in which the pipe was shifted from one position to another thoroughly demonstrated its value as an adjunct to the Department. Mr. Bonner is a member of the local Civil Service Bureau, and is held in high esteem by all its members.

JOHN McCABE is the second assistant chief of the New York Fire Department. Forty-five years ago he became a resident of New York at the age of no years, no months, and no days, and he has grown up with the city. He learned the printer's trade, and stretched his legs by a run with the machine whenever opportunity offered, until in 1869 he abandoned the case to join the present Department. His experience as a volunteer made him a most valuable member of the force, and he did good service till, in 1872, he returned to his old trade, which had not yet lost its fascinations for him. He soon tired of it, however, and in 1873 laid the composing-stick aside forever, and was re-appointed to the ranks of our fighters with fire. At the end of six months he had been promoted to be assistant foreman, and at the end of another six months was made captain. The year 1881 witnessed his elevation to a chieftainship of battalion and acting superintendent of the repair shops—posts which he filled until April, 1884, when he was made the third chief officer of the active force.

ELI BATES, formerly chief of the New York Fire Department, was retired April 29, 1884, on an annual pension of \$2350. He had made an application for retirement several weeks before action was taken in his case, but the commissioners kept the matter a secret until the day of its occurrence.

Ex-Chief Bates is fifty-nine years old and a native of Cornwall-on-the-Hudson. He came to the city to learn the trade of a brick-layer, and he joined the Old Volunteer Department thirty-nine years ago. In 1855 he was elected foreman of Engine No. 29. Ten years later, when the present paid Department was organized, he was appointed a "district engineer," whose rank was equivalent to that of chief of battalion. He was made the assistant chief engineer of the Department in 1871, and on May 19, 1873, he was appointed chief of the Department. While acting as such, he performed his duties in a manner satisfactory to the Fire Commissioners. His judgment and coolness in managing the firemen proved of great value on many occasions, and his advice in matters of discipline was followed as a rule by one set of commissioners after another. He lost little time by sickness during his long term of service in the Department, and he still is a man of rugged health, straight in figure, and looking

twenty years younger than his age. In placing him on the retired list, the Fire Commissioners took occasion to compliment him on his past services.

FIRE COMMISSIONER ELWARD SMITH, whose connection with the Fire Department I here briefly portray, is at present located at 47 Ann Street, New York City, where he has been for years successfully engaged as a builder. Although scarcely fifty years of age, Mr. Smith is justly spoken of as one who, though volunteering as a fireman in early days, nevertheless remembered his duty to society in general, although later on severing his connection with those who, rough in manner, were willing to hazard life and limb while following their chosen leader—Foreman Smith. The latter joined the force in 1861, and was immediately elected as foreman of Southwark Engine 38. During that period, and until 1863, he met with favor not only from comrades who had boasted of his prowess, but from others. He was meanwhile advanced to the proud position in society he at present holds with credit not only to those thus aiding him, but he at the same time remains deservedly popular among those with whom he for years fought the fiery element, when red shirts were recognized as being peculiar to firemen only.

In May, 1885, Mayor Grace conferred upon Mr. Smith an honor by appointing him one of the Fire Commissioners of this city, and time has proven that his Honor was not mistaken in his selection. At a meeting of the commissioners, Mr. Smith was given entire charge of the Building Bureau, a place where his talents are peculiarly fitted. His term of office expires in May, 1887.



James J. Ferris.

ALEXANDER V. DAVIDSON.—Everybody in New York knows "Aleck" Davidson, who, as candidate for sheriff, polled the largest popular vote, in 1882, of any candidate during that memorable campaign.

As a leader of the Irving Hall Democracy, Mr. Davidson has proven himself an organizer of wonderful ability.

He was born January 29, 1837, in New York City, where, among his most intimate associates, and amid even those politically opposed to him, he has ever maintained that dignity which at all times commands the respect due to a public servant whose probity passes unquestioned.

For many years Mr. Davidson occupied the position of chief clerk of the Old Volunteer Fire Department with honor to himself and to the entire satisfaction of not only his superiors, but also causing him to be looked upon with favor by the boys who ran with the machine, and which latter contingent, although rough in exterior, were nevertheless, as a rule, correct in their estimate of the qualities customarily attributed to one considered to be justly entitled to the honor of being termed a *man*. For ten years Mr. Davidson had proved his efficiency and popularity as an active member of Perry Hose No. 23, of which company he, as foreman, will be long and gratefully remembered. In 1865 he became assistant engineer of the Old Department. In 1879 he was chosen Order of Arrest Clerk under Sheriff Peter Bowe. This position he acceptably filled until his advancement as sheriff, which place he now holds. "Aleck," as he is familiarly termed by his associates, is considered one of the best of men, whose comradeship is never forgotten, and whose memory as a fire laddie will be ever kept green among those who survive during years to come, and who have watched his career during and since the palmy days of the Old Volunteer Department.

PATRICK F. KANE was born in New York City in 1841, and early apprenticed himself to the, at that time, lucrative employment of a printer. Mr. Kane proved to be in that capacity a success. At the outbreak of the civil war he enlisted in the famous Ellsworth's Zouaves, Eleventh New York State Militia.

Upon his return home he forthwith joined Eagle Engine No. 13, and after a short stay with that company, once more became desirous of showing his devotion to his country in its hour of peril.



As a second lieutenant, Eighteenth New York Cavalry, he again sought honor upon the field of battle, and won additional fame. Upon his return home the second time he resumed duty with his old fire company.

When Robert Wintringham, driver of Engine No. 1 of the present Department, in August, 1865, was thrown from his seat, Mr. Kane, at the risk of his life, grasped Wintringham's horses, and held them, but not before the unfortunate man was fatally injured. Eagle Engine Company, through Foreman Furlong, presented Mr. Kane with appropriate resolutions. As one of the Volunteer Firemen's Association who visited Washington during President Cleveland's inauguration, Mr. Kane will long be remembered by many. He is at present in charge of the press-room of the Sunday "Dispatch." A genial friend, a thorough pressman, and a devoted father, Mr. Kane enjoys the respect and confidence of all whom he is thrown in contact with. He is one of the most valued members of the Volunteer Firemen's Association.

GEORGE ERB was born in New York City, November 14, 1842. The very embodiment of good-nature and rollicking fun, George's company is everywhere sought. In his early days he carried on a lucrative butcher business, and during the war he relinquished it to supply cattle to the Government. By unlucky investments he lost nearly everything of a very handsome fortune.

Although a recognized runner in the days when men were used as horses in responding to an alarm of fire, he will, no doubt, be well remembered by those of the Volunteer Department who hailed him upon his advent in 1865 as a driver in the present Department. As an assistant foreman, to which position he was, February 1, 1869, promoted, he will still be remembered. While as captain of Engine No. 19, he will not be forgotten by those who are cognizant of his general worth while in charge of various apparatuses, truck and engine companies.

The intelligence displayed by Mr. Erb has frequently caused him to be justly regarded as one fit to command at a fire, while his admirable management, both at fires and in the house, of men under his immediate control, not only elicits praise from those in authority, but is also reechoed by those who as privates have "stretched in"

with him at a fire. If justice was done, Mr. Erb would be higher in command than he is.

GEORGE SMITH needs no introduction by me. Born in New York in 1830, at 79 Forsyth Street, he started in life as an accomplished mechanic, and soon rose to prominence in his calling.

In 1854 he joined the New York Fire Department as a member of Naiad Engine No. 15. He subsequently attached himself to

Clinton Engine 41, and having become a member of Marion Hose No. 4, was made its foreman, in which capacity he served with credit for nearly five years. During the draft riots, owing to the unexampled bravery of Mr. Smith, the murder by rioters of a United States marshal and a number of colored families was prevented. Mr. Smith has been a member of the Volunteer Firemen's Association since its inception, and no one has done more to advance the interests of the organization than he. In his business pursuits he is careful and honest, and in all his dealings he has never done an



William Van Sicklen.

act that would cause the blush of shame to come to his cheek. Rather domesticated, he is withal a genial, companionable gentleman. As a fireman he has a record that any would be proud of.

SCHUYLER LIVINGSTON, for many years foreman of Engine 16 in the present Fire Department, died of consumption on Friday, July 10, 1885. He joined Hose 15 in the Volunteer Fire Department, and on the organization of the present paid Department was appointed a

fireman, and soon rose to the rank of foreman. Livingston was bequeathed some \$40,000 by his father, but being afflicted with a mania for speculation, he speedily lost his fortune. He was frequently urged by his relatives to relinquish the calling of a fireman, but being wrapped up in the business he ignored their desires. In the spring of 1881 he was left \$75,000 on the death of his aunt. He then resigned from the Fire Department, speculated on a large scale, and spent money lavishly. He was very unsuccessful in his ventures, and lost so heavily, that at the time of his death but a very small portion of his former fortune remained. Livingston was a general favorite in the Fire Department. He was a thorough gentleman in all his actions, and it was one of his favorite hobbies to maintain the most friendly relations with his comrades. Even after his connection with the Department was severed, he was to be found almost nightly in some one of the engine-houses waiting for an alarm of fire, in which event he would turn out with the company. He was buried in the family vault at Greenwood. A delegation from the Volunteer Firemen's Association, and many of his former comrades in the Fire Department, attended the funeral.

MICHAEL F. REEVES, Chief of Tenth Battalion, is in his 42d year. He was appointed a fireman on April 16, 1867, and assigned to Hook and Ladder 10, in Fulton Street, where he saw plenty of hard service. On October 15, 1870, he was promoted to the rank of assistant foreman and transferred to Hook and Ladder 1, in Chambers Street. With this company he remained only until August 1, 1871, when he was promoted to be foreman of Hook and Ladder 8. In this company he distinguished himself by faithful service for a period of nearly ten years, and secured for the company, which it still retains, the highest possible reputation.

On November 1, 1881, he was promoted to the chieftaincy of the Third Battalion, and subsequently transferred to the command of the Tenth Battalion. Chief Reeves answers first alarms of fire from Fifty-ninth Street to One Hundred and Tenth Street, river to river, including the numerous islands upon which the various public institutions are located. On second alarms he answers all embraced within the large territory from Twenty-sixth Street, north, to Harlem River, and from river to river.

On January 7, 1879, at the disastrous fire at 75 Vesey Street, Chief Reeves was buried under the fallen walls, and so seriously injured as to require nearly eighteen months before he was entirely restored to health.

JAMES ROLAND.—The most unfortunate of New York firemen, in the matter of personal injury, is James Roland. He became a volunteer fireman in 1859, and was assistant foreman of Guardian Engine 29, under Eli Bates. On the organization of the present Department, in 1865, he was appointed a fireman in Engine 18. On February 28, 1871, a destructive fire broke out in Wood's carriage factory, on Thirteenth Street, near Fourth Avenue. Roland was directing a stream of water on the burning building, when, without warning, an explosion occurred which blew the walls outward, and Roland was caught in the *débris*. He was extricated by his comrades, and it was found that his left leg had been fractured in seven places, his left arm broken, and both ankles dislocated. His injuries laid him up for nine months, and he was compelled to use crutches for nearly a year. After he had recovered from his injuries he resumed the active duties of a fireman, and continued as such until September 3, 1877, when the great fire in Hale's piano factory, on Thirty-fifth Street, near Ninth Avenue, occurred. Roland was attached to Engine 18, and the company was directed to cover an important position. He again had charge of the pipe, and was playing the stream through one of the windows, unmindful of danger, when the warning, "Run for your life!" was shouted. The alarm came too late for Roland, and he was buried up to the arm-pits in falling brick. While in that situation streams of water were played on him for the purpose of cooling the hot brick, which threatened to roast him alive. After considerable difficulty he was extricated from the ruins and sent to the hospital, where it was found that his left leg had again been broken in two places. It was nearly a year before Roland recovered, and the repeated injuries to his leg resulted in the shortening of the limb by about an inch. In 1878 Roland was detailed to the repair shops as storekeeper, and continued there until March 10, 1884, when he was retired on an annual pension of \$600. Unlike many other retired firemen, Roland



was relieved from fire duty only, and is required to do such light duty as he may be ordered.

**DANIEL LAWLER.**—Assistant Foreman Daniel Lawler of Engine 33, having successfully demonstrated to the Civil Service Examiner recently his ability to assume the duties of a foreman, the Fire Commissioners promoted him to that position, and assigned him to his present company for duty. He was appointed a fireman on May 1, 1875, and assigned to Engine 30, where he continued until December 12 of the same year, when he was transferred to Engine 33, in which company he was promoted to the rank of assistant foreman. Engine 33 has been peculiarly lucky in furnishing members for promotion, more so than any two other companies in the Department. Among the fortunates who have been graduated from this company can be enumerated Chief Bresnan, Foremen Golden, Short, McCabe, Gooderson, and Dusenberre, Assistant Foremen Meehan, Kelly, Aiken, and Daniels.

**CAPTAIN JOHN CASTLES**, in charge of the repair shops in the present Department, was born in the Fourth Ward, New York City, in Aug. 1840. He is, consequently, forty-five years of age, and possesses a record second to none as a fireman. After a brief experience in the public schools he, upon attaining his majority, became a member of Hose Company No. 2, and, subsequently, enlisted in the First Volunteer Fire Brigade upon the secession of the Southern States from the Union.

After a lapse of several years Mr. Castles once more became a member of the New York Fire Department in 1866, when he was duly appointed a member of Engine No. 6.

Later on in his career as a fireman he was appointed a foreman and assigned to duty with Engine 12. Subsequently he was transferred to Engine No. 18, where he served for six years, until, owing to his general worth to the Department, he was placed, by order, in charge of the repair shops. This position he continues to hold with credit, and to the entire satisfaction of his superiors.

As junior vice-commander of Farnham Post, G. A. R., Mr. Castles is exceedingly popular.

Captain Castles has a host of friends in and out of the Department, and his nature is such as to retain the friendship and goodwill of all whom he meets.

THOMAS F. GOODWIN joined the Old Department May 25, 1849, and became a member of the old Fifteenth Ward Engine known as No. 35, and commonly spoken of as "Currie's Hose Cart."

Subsequently Mr. Goodwin was elected foreman of this engine, in which position he served until the organization of Hook and Ladder Company No. 15, then lying in Franklin Street. In the latter company he served as an assistant foreman, and finally was placed in charge of that apparatus as foreman.

During his many years of servitude Mr. Goodwin encountered his due share of hardship and danger incident to a fireman's life.

As one of the organizers of the Old Volunteer Firemen's Association Mr. Goodwin came into prominence, being one of the Board of Directors during the first year of the existence of that organization. Mr. Goodwin is also a member of the Exempt Firemen's Association.

At the beginning of the civil war he enlisted in Ellsworth's Zouaves, and was wounded at Bull Run. Upon the mustering out of the regiment in 1862, he as adjutant reëntered civil life for but a few weeks, when he reënlisted and was attached to the 132d New York Volunteers—Spinola's Brigade,—with which commander he served until the surrender at Appomattox, Va.

Mr. Goodwin is a sculptor by profession, and has erected many monuments in memory of those formerly prominent in fire circles, notably Chief Anderson and Andrew Schenck, the latter being killed at the Jennings fire in April, 1854.

TERENCE DUFFY.—No person having occasion at one time to visit the First District Court in this city could fail to notice its courteous clerk, ex-Alderman Duffy of the First Assembly District, who for years has been known well and favorably throughout the entire city.

Born in Ireland in 1845, he emigrated to this country, and with his parents settled in the First Ward, where he attained manhood, and where he is to-day universally regarded with respect by a large following of friends and acquaintances.

His early education was acquired at St. Peter's R. C. School, in Barclay Street, and also in the public schools of the First Ward.

As a local politician, Mr. Duffy has proven himself to be a success, and as a member of the Mozart Hall Democracy he was, upon the election of Judge Quinn to the First District Court, appointed as clerk. As a member of the Board of Aldermen, Mr. Duffy served his constituents honestly and intelligently. In the contest for the Assembly with Colonel M. C. Murphy, some years ago, he was not, however, so successful, although making one of the most determined fights for the position in the annals of New York politics.



Denis Burns.

ROBERT QUACKENBUSH.—St. John's Park, a spot dear to the hearts of old New Yorkers residing in its vicinity, was during his boyhood the playground of Mr. Quackenbush, whose fame as a City Hall detective is universally known.

Born May 10, 1832, Mr. Quackenbush early became inspired with a desire to become an accomplished fireman, a position which at that period was considered to be the acme of boyish ambition.

In 1851, he became an active member of Hose No. 21, and later ran with Engine No. 1,—Old Hudson,—which in those days lay in Duane Street, where the Erie Buildings now stand.

Neptune 6 lay in Reade Street, near Church; old 27 lay in Mott Street.

During the famous sugar-house fire in Duane Street, in 1848, a fierce fight between rival companies took place, necessitating the interference of the authorities, and a consequent change in the location of the belligerent companies. Engines 1, 6, 27, and Equitable 36, were formally disbanded by order. Hudson Hose 21 took the

place of Hudson Engine No. 1; Neptune Hose 27 was ordered in place of Neptune 6. The "Old Hounds" were located in the house formerly occupied by old 27.

"The history of members of Hudson Engine," says Mr. Quackenbush, "would enable a facile pen to cover many pages of interesting history relating to old-time fire matters.

"In these days fighting among firemen going to or returning from a fire was no unusual occurrence, while the absence of either knife or pistol was marked during such affrays.

"Elysian Fields was the spot chosen by universal assent as the most secluded locality in which an old-fashioned quarrel might with safety be settled.

"Members of Hudson 1 were frequenters of this favored spot, and after a settlement of difficulties returned, as a rule, with the smile of the victorious wreathing their countenances."

Mr. Quackenbush is filled with memories of times past, and can readily spin the old-time yarn regarding the celebrities during the days when he became a fire laddie, and served under the able leadership of James B. Hovender, who was the final foreman of Hudson No. 1.

WALTER N. DEGRAUW, who is a brother of John W. Degrauw, joined as a member of Engine Company No. 16, of New York City, away back in the twenties.

After a faithful account of his stewardship, for a period of nearly seven years, he, in 1827, as secretary of that company, severed his connection with said organization. This latter occurrence took place during the visit of the illustrious Marquis Lafayette.

In the year 1835 he was elected one of the officers of the Brooklyn Ferry Company, in which capacity he has remained ever since with credit to himself and his company.

CHRISTOPHER HOELL was an old fireman with a fine European record and a number of years of experience in life-saving. He came to this country impressed with the idea that the same service could be beneficially introduced here, and since his arrival has founded life-saving corps in the Fire Departments of a score of our great cities. The name Pompier, which is simply the French for fireman,



has probably been applied to the system because of its origin. At any rate, such is the title by which it was generally known.

When the establishment of a life-saving corps here was decided on, volunteers were called for from the ranks of the Department. Oddly enough, out of nine hundred firemen proverbially bold, even to recklessness, in the performance of their duties, but six responded. These Mr. Hoell took in hand. As soon as they had been drilled, and the true purpose of their special service became known, the fire boys began to clamor for a chance at the same instruction. Now there is not an engine company or truck which has not a couple of men enrolled in the corps.

Mr. Hoell remained three months in New York, and when he left, Henry W. McAdam was appointed captain and instructor of the corps. Captain McAdam is a master of the Pompier system and a gallant fireman. His rule is severe but popular, and he controls his men with an admirable discipline. In connection with his department is that of Captain Gleason, who is instructor in the use of all appliances and instruments necessary in the department of fires. Captain Gleason is an old fireman with a record as a life-saver. He is also an expert gymnast, and the gymnasium, which is a part of his school, finds in him a most efficient and practical instructor.

It is now compulsory for all new men to pass through the hands of Captains McAdam and Gleason before becoming firemen. Their departments represent a sort of civil service examination, by which the fitness of the candidate for a career of labor, peril, and privation is decided. While the instruction imparted by Captain Gleason is purely technical, his gymnasium is one of the greatest aids Captain McAdam has in his own school.

In connection with the Pompier system, a number of appliances to aid him in the work of life-saving have been adopted by the Department. The pole-ladder, the life-rope, and the belt and hook are the chief of these. In the drill with these simple tools he becomes wonderfully expert, and a public exhibition with them is one which nobody would watch without intense interest.

Athletic expertness and a fearless heart are the life-saver's stock-in-trade. It takes a strong man to fulfill the duties of the corps, as well as a brave one. The drill of the Pompiers is all directed to

securing fearlessness and dexterity without recklessness. The necessity of an intelligent consideration of possibilities and chances in such a vocation is too great to be passed over, and the result is that the ranks of the Pompiers include some of the most advanced members of the rank and file of the Department. The agility of a cat, the strength of a giant, the courage of a veteran of many wars, and the clear head of a philosopher, are a great deal to ask of a man in return for the chance of a dreadful death and the certainty of a living salary. But that is what is asked of the life-saver, and that is what he gives without question or regret.

FOREMAN DAVID CONNOR is in his forty-sixth year. He joined the Volunteer Fire Department in 1861, attached himself to Engine 5, then located in Ann Street, and remained with that company until the organization of the present paid Department. On July 31, 1865, he was appointed a fireman, and assigned to Engine 1; he was subsequently transferred to Hook and Ladder 8 and Engine 4, and on



Christian Scheick, Jr.

November 1, 1870, was promoted to the rank of assistant foreman, and assigned to Engine 32, in John Street. He served with credit in the latter company and earned the good opinion of his superior officers, so that on June 10, 1873, he was made foreman of Engine 6, a company which thoroughly tested the fire-fighting qualities of an officer. Captain Connor remained in command of the latter company for nearly nine years, when he was transferred to Hook and Ladder 19, and subsequently to Engine 23,

in Fifty-eighth Street, near Broadway, to which latter company he is now attached. The district in which Captain Connor is stationed is one of the most important in the city, possessing immense flat

buildings and many costly private residences. Since his appointment as a fireman in 1865, Captain Connor has never had a charge preferred against him for any dereliction of duty, and his entire career has been such as to merit the approbation of his superiors. In 1885 he was presented by Mayor Grace with the "Stephenson" medal, he having been selected by the Fire Commissioners as the most deserving officer for that honor. The members of the company, by their individual efforts, have greatly assisted Captain Connor in gaining for the company the high reputation which it now enjoys.

THOMAS LALLY, Chief of Fifth Battalion, is thirty-eight years of age, and was appointed a fireman on August 10, 1875, and assigned to Engine 25 for duty, from which company he was subsequently transferred to Truck 9. On April 21, 1876, he was promoted to the rank of assistant foreman and assigned to Truck 6. He was subsequently transferred to Truck 10, and on November 1, 1882, was promoted to the foremanship of Truck 1, where he remained in command until again honored by being promoted to a chieftaincy of battalion on May 1, 1884. The chief answers alarms of fire almost exclusively in the valuable dry-goods district, where the services of a cool and intrepid commanding officer are indispensable. While connected with a truck company he rendered so many valuable services in rescuing lives at fires that his name was placed on the Roll of Merit on three different occasions.

DANIEL LUYSTER.—One by one, the old volunteer fire laddies keep dropping off, and in a few years the entire representative force will be extinct. When old "Live Oak" Engine Co., No. 44, flourished in this city and ruled supreme on the east side, Daniel Luyster was a prominent member of it, and even up to his death, in June, 1885, he took pride in recalling old reminiscences long since forgotten. Mr. Luyster died at his home in Devoe Street, Williamsburgh, where he had resided for a long time.

FOREMAN JAMES WALTON is in his 50th year. At the age of 18, being infatuated with the life of a fireman, like many other young men of that time, he joined the Volunteer Fire Department, and became a member of Chelsea Hook and Ladder Company 2. He

served continuously as a volunteer fireman with that company until the disbandment of the Old Department, during which time he was elected assistant foreman and subsequently foreman. On the organization of the present paid Department he was appointed foreman of Hook and Ladder 12, in West Twentieth Street, near Eighth Avenue, in the house where his old company was formerly located. In 1869 he was transferred to the command of Hook and Ladder 3, and up to 1873 was successively transferred to Hook and Ladders 10, 14, 7 and 12, in which latter company he remained ten years, earning for himself and the company an enviable reputation for efficiency and rapidity in answering alarms of fire. From Hook and Ladder 12 Captain Walton was transferred to Hook and Ladder 15, and about two years since to Hook and Ladder 5, in Charles Street, near Bleecker Street. The company is equipped with two hook and ladder trucks, and numbers eighteen men. When the first section of the company is summoned to a fire a sufficient number of men are left in the house, who place the extra truck in quarters, and within a minute are prepared to proceed to any alarm of fire which may come in. Hook and Ladder 5 responds to stations which are scattered over a very large area of ground. On first alarms they go from Canal Street to Thirtieth Street, on the west side, and on second alarms from Jay Street to Thirty-seventh Street. The company is considered one of the best in the Department, and performs a large amount of duty. Captain Walton has been actively engaged as a fireman continuously for over thirty-two years, during which time not a single charge has ever been made against him for dereliction of duty. He belongs to that class of old firemen known as the "young old fellows," upon whom the ravages of age and hard duty seem to have but little effect.

JAMES F. ROCHE, of Hook and Ladder 6 of the present Department, died in September, 1884. A detachment of the officers and men of the Department, and the members of Dover Post, 112, Delaware, G. A. R., accompanied the remains to their final resting-place. Roche's superior officers pay high tribute to his bravery. When life or limb was to be risked, there, without fail, Roche was to be found. His heroism at times amounted to recklessness. He was foremost in the front ranks wherever duty called him, and was as rollicking and genial as he was brave. In him the Department lost a valuable



member, and his untimely death was sincerely deplored by his comrades. He was the principal support of an aged mother.

FRANK KING, late foreman of Engine 13, was born in the Fourteenth Ward of this city forty-three years ago. At an early age he joined Engine 16, Volunteer Fire Department, and on the breaking out of the war joined one of the State regiments, in which he served with credit, after which he enlisted in the navy and served on one of the flag-ships until the close of the war. He was appointed a fireman in the present Department on January 14, 1868, assistant foreman on November 1, 1871, and foreman on June 16, 1873. Foreman King, though possessed of a slight physique, was a remarkable man physically. He had the faculty of enduring more heat and smoke than men more robust in appearance. His death from Bright's disease of the kidneys is mainly attributed to the exposure to which he was subjected at the disastrous College Place fire on the evening of February 5, 1885. Many charitable acts are recited of him. He frequently helped the sick and needy, although possessed of very meager means. At his funeral the hearse was preceded by a detachment of thirty firemen, under the command of Foreman Arnot Spence. Both sections of Engine 13, under command of Foreman Daniel Lawler, followed the hearse as mourners. After the firemen were delegations from Citizens' Lodge, 628, F. and A. M., Empire Mutual Aid Association, and Polar Star Mutual Aid Association. The procession proceeded to Spring Street, past the engine-house in Wooster Street, to Broadway, to the Brooklyn Bridge. The interment was at Greenwood Cemetery, with Masonic honors. Among those present were Chiefs Shay, Bonner, McGill and Bresnan, Wm. P. Allen, James Deignan, and ex-Alderman Wm. Lamb.

WILLIAM ROWE, Chief of First Battalion, is 43 years of age. He joined Truck 18 in the Volunteer Fire Department on June 8, 1864, and continued with that company until the organization of the present paid Department in 1865, when he was appointed foreman of Hook and Ladder 9, which was organized and located in the former quarters of Truck 18. He continued with Truck 9 until May 21, 1873, when he was promoted to the rank of Chief of Battalion, and assigned to the Third Battalion for duty. On February 15, 1875,

he assumed command of the First Battalion, and has since continued to discharge the onerous duties of chief officer. The First Battalion is composed of Engine Companies 4, 6, 10 and 29, and Hook and Ladder Companies 10 and 15. Chief Rowe responds to all first alarms of fire from the Battery to Broadway and Thomas Street; on second alarms, to all stations south of Canal Street; and on third alarms, to all south of Houston Street. Fifty per cent. of the total number of fires occur in the territory below Houston Street; and it is essential that the officer responding to so many fires should possess a good, clear head and a robust constitution. These requirements Chief Rowe possesses in a marked degree, and his appearance would indicate that he has the physical ability to continue the calling of a fireman for many years to come.

FOREMAN THOMAS A. KENNY is in his 37th year. He was appointed a fireman on August 4, 1876, and was assigned to duty with Engine 10. He served with that company two years and eleven months, and was then promoted to the rank of assistant foreman and assigned to Engine 42, where he remained but a short time when he was transferred to Engine 9, in which he continued to perform duty for five years and six months. While with the latter company, in addition to his regular duties he acted as inspector of all theaters south of Houston Street, for about four years, in a highly satisfactory manner. On December 28, 1884, he was detailed to the command of Engine 7, and having successfully passed the Civil Service examination, was promoted on February 1, 1885, to the rank of foreman and assigned to the same company. In addition to the regular engine and tender, Engine 7 has also the water-tower located in its quarters, and the company numbers 16 men. The company is one of the hardest worked in the Department, being located on the corner of Chambers and Centre streets; in that portion of the city where the largest fires occur. On first alarms the company responds to alarms of fire embraced in the district bounded by Canal Street, West Broadway, Beekman and South streets. On second alarms from Canal Street to the Battery, and from Spring Street to the Battery on third alarms.

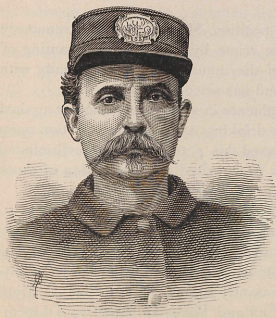
PATRICK FLANAGAN was born in Ireland in the year 1838, and was at one time an active member of Engine No. 9, then situated

in Marion Street. At an early age he was attacked by that insidious disease, pneumonia, to which he succumbed January 14, 1875. He was a very popular young man, and at the time of his sickness was perfecting an enterprise which, had he lived to complete it, would have made him a rich man in a few years.

THOMAS CASEY was born in this city, and having attained his majority while a resident of the Seventeenth Ward, was elected a member of Atlanta Engine No. 18, at that period located corner of Thirteenth Street and Avenue C. Upon the disbandment of the latter company, owing to the belligerent attitude they at that time bore toward Engine No. 30, he promptly joined Clinton Hose No. 17, and at the breaking out of the war enlisted in the famous Sixty-ninth New York State Militia. Mr. Casey is said to have been a "good un" in his day, and although at present armless, claims that he is as good a "vamp" as those now manning the machine.

JOSEPH McVEAGH was in days past a popular member of old Phoenix Hose No. 22 of the Volunteer Department. Those who

were members of the Department in 1856 certainly cannot forget Joe; while those of the Metropolitan Department since 1868 extend the right hand of fellowship to one who, since his entry into fire circles, has everywhere been regarded as an honest, brave, and trustworthy man. Mr. McVeagh's strict attention to duty justly entitles him to the praise he is constantly receiving as engineer of Engine No. 11, to which company he is at present permanently attached.



Joseph McVeagh.

OWEN BRENNAN.—During the palmy days, as they are termed by old volunteer firemen, no member of Columbia Engine Company No. 14 was more universally regarded than Mr. Owen

Brennan, whose servitude as an assistant engineer extended over a period covering from 1846 to 1850.

Mr. Brennan early entered into politics, and became identified to a marked degree with the Whig and Republican party, whose fortunes he assiduously followed with success, until he finally developed into an influential politician whose power was felt. He, however, never neglected the interest of a companion of former years who helped in "*jumping her, boys*," or who, when his turn at the brake, worked with a will, in accordance with old-time practices among the New York fire laddies.

JOHN J. MORRIS was born in New York, in which city he is well known, having served with credit as an alderman for several years. Upon one occasion he was selected to fill the responsible position of president of that body, during which period he also acted as mayor, owing to the absence of the latter.

Alderman Morris from 1849 to 1854 was a prominent member of Niagara Engine No. 4, during which period he performed efficient duty as a fireman. In 1883 Mayor Edson appointed Mr. Morris an excise commissioner.

While occupying the latter position, Mr. Morris has strenuously endeavored to suppress possible crime by opposing the granting of license to owners or keepers of the numerous dens of iniquity with which the city of his birth is and has since been infested.

Not only that, he uses his influence in a consistent manner against the granting of license to low drinking saloons, which action upon his part has, doubtless, decreased his popularity with evil-minded persons, but at the same time has excited the admiration of those inclined toward virtue and a proper maintenance of law.

JORDAN L. MOTT is as representative a New Yorker as probably can be found. As the head of one of the largest iron-manufacturing houses in the country, he is known in both hemispheres. Locally, no man is better or more pleasantly known than Jordan L. Mott. His office is at the corner of Cliff and Beekman streets. To members of old Undine Hose No. 52, Mr. Mott is, no doubt, more familiar, as well as to certain residents of Harlem, in which locality that company was situated.



Mr. Mott was at one time quite a prominent member of the Firemen's Ball Committee, and always devoted his time, money, and talents to the advancement of the Benevolent Fund. He has honorably served as president of the Board of Aldermen, under the Republican *régime*, and aside from his general reputation as a benevolent man, and as one prominent in high social circles, he is represented as a "thoroughbred" by those who, as firemen, accompanied him into many a scene of danger, during the days when he was proud to pose as a fireman of the New York Volunteer force.

GEORGE W. WHEELER was born in New York City, October 1, 1814. In February of 1836 he joined Engine Company No. 41, which was then known by the sobriquet of "Old Stag." Owing to the arbitrary action of the Common Council, at that period a power in the city government, Chief Engineer Gulick was summarily removed, upon learning which fact Mr. Wheeler, with others, promptly resigned from the force. In 1837 Cornelius V. Anderson was made chief engineer of the New York Fire Department, whereupon Mr. Wheeler rejoined the force, entering his former company as a member. During his subsequent career as a fireman he met with a number of severe accidents, being caught beneath the brakes of his engine upon one occasion, when he was seriously hurt, and in 1841 he was run over by a truck company. In 1843, at a fire corner of Rivington and Attorney streets, while holding the pipe, he received a serious injury, which, added to that sustained by being run over, incapacitated him from further service as an active fireman. As will be seen, he proved to be, during his servitude, an efficient and at the same time a popular fireman.

During later years he became prominently identified with an association known as the Exempt Engine Company, an organization whose facilities enabled it to attend a fire with more men than any other company, and which was formed for the purpose of affording valuable assistance in the event of an extensive conflagration.

Old New York "vamps" and others doubtless remember the engine popularly known as the "Hay-Wagon," or "Man-Killer," which, on account of its great weight, was abandoned by 42 Engine, in which company it originally belonged.

James L. Miller was the first foreman chosen, and, upon the offer of the insurance companies to purchase a steamer for the use of the "exempts," Mr. Wheeler was unanimously chosen chairman by his organization to confer with the committee of the insurance companies. During his connection with the Volunteer Department, Mr. Wheeler had the interest of his associates at heart, and is still remembered by those who followed his lead in years gone by when stretching in at a working fire.

JOHN GLEESON, otherwise known as "Clem" Gleeson, was one of a family comprising four boys, whose connection with Hose No. 34 has become a by-word with those residing in the vicinity of that company's house.

In 1854 Mr. Gleeson, with others, succeeded in forming Hose 34. Afterward, by order of the chief, that organization was transmogrified into an engine company and designated as Engine 3. With the latter company Mr. Gleeson served until the formation and mustering into service of the Ellsworth Zouaves, when he joined that brave band of fire laddies. In the battle of Bull Run he was shot in the mouth and was ordered to the hospital for treatment. After a lingering and painful illness there, the heroic laddie died.

✓ THOMAS L. MAXWELL was born in the Seventh Ward of New York, February 25, 1824. At an early age he entered a printer's office, where he speedily established a claim to superiority over others of his shopmates.

His earliest work as a fireman began with the sight of an old-fashioned two-wheel jumper which dashed one day through Henry Street to answer a "call." Catching a chance hold on the vehicle, Maxwell was carried along and landed in a rather confused state on the west side, where he soon became more bewildered as to his whereabouts and the direction he should take to his home.

When but sixteen years old, he ran with Engine 33, old "Black Joke," at that time lying in Gouverneur Street. Upon the disbandment in 1845 of that company, he became an active member of old "Honey Bee," Engine 5. The latter company was wholly made up of printers, and its record for efficient work at fires remains to this day unquestioned even by the former members of rival organizations.

With other members of "Honey Bee," Maxwell served the required term until appointed upon the insurance patrol, then commanded by Frank Waterbury.

Engine No. 5 was first to adopt red shirts as a distinguishing uniform for firemen, the color and make of the garment having been first suggested by William H. Collyer, with whom Maxwell served his apprenticeship.

Members of No. 5, being practical men, were first to suggest the introduction of the short length from the goose-neck.

Mr. Maxwell is highly regarded by his intimate associates, and is honorably mentioned in connection with the Exempt Firemen's Association, of which he is a respected member.

EDWIN COE was born in New York City in 1820. In later years he became a permanent member of Hose No. 19, at that time lying in Courtlandt Street, in rear of the Apollo rooms. Afterward, the dissensions arising in that company necessitated a split, many members, including John Foreman, James Wenman, Edward Coe, and the subject of this sketch, joining Hose 9. With the latter company he remained for a period of seven years.

At the breaking out of the war, he became a member of the famous Seventy-first Regiment, and was severely wounded at Harper's Ferry. Mr. Coe held a position for nearly ten years in the Board of Education, and has for years acceptably filled the responsible position of clerk in the Superior Court.

Mr. Coe is universally regarded with respect, and his long flowing beard of snowy whiteness gives him an imposing and dignified appearance quite in keeping with the responsible position he so ably fills.

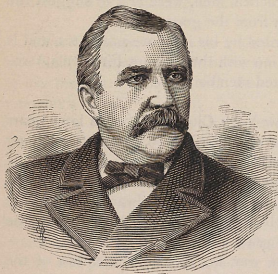
He is a valued and popular member of the Volunteer Firemen's Association, and in that organization, as elsewhere, has many warm friends.

JAMES F. WENMAN was born in Fulton Street, New York, March 7, 1824. He is the son of Uzziah Wenman, chief engineer of the Volunteer Department from 1828 to 1831. The subject of this sketch joined the New York force in 1841, and was a member of American Engine No. 19. Subsequently he became prominently

identified with Southwark No. 38, Baltic Hose No. 35, and, five years later, was elected foreman of Hose No. 5.

Later on in his career he was elected an assistant engineer, serving in that capacity during a period extending from 1856 to 1859.

Mr. Wenman has held honorable positions under the city government, having been at one time a park commissioner. He was also president of the Firemen's Ball Committee, and held many positions of trust in the Old Department.



Louis F. Hallen.

His integrity has always been unquestioned, while his characteristic bravery was practically shown at a fire in 1876 in the New York Club-house, where, by his exertion, aided by his son, James W. Wenman, he succeeded in saving the life of a servant named Lizzie Sullivan, thereby drawing forth merited public praise. As a fireman in his

younger days he excelled, while his untiring efforts in behalf of the sufferers from yellow fever during the year 1878, when he inaugurated a monster benefit in their behalf, have been universally regarded as acts of genuine philanthropy.

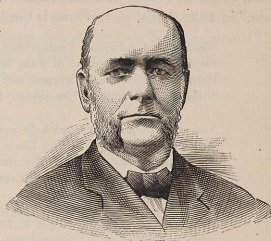
LOUIS F. HALLEN.—Empire Engine No. 34 for a long time took the lead among the many engine companies of the Old Department. Away back in the "fifties" Mr. Hallen became a fireman, and as a member of 34 was known as a brave and industrious worker. During the days referred to, merchants and others were proud of the distinction of holding the "butt," a distinguishing mark in old volunteer fire days. Mr. Hallen's efforts in saving life and in subduing fires will long be remembered by those who associated themselves with him as members of the Old Volunteer Department. Mr. Hallen is at present a wealthy retired merchant, the treasurer of



the Volunteer Firemen's Association, and a prominent member of high social circles in New York City.

THOMAS E. TRIPPLER was born in this city about forty-five years ago. At an early age he joined Engine 26, with which company he on many occasions distinguished himself by heroism and untiring labor. As a dealer at present in all kinds of building material he is well known in the business world, and at his office in Avenue B and Eighteenth Street Mr. Trippler frequently entertains his friends with interesting reminiscences of the early days of the Old Department. Mr. Trippler is a man of brains, of fine intelligence, of the best culture, and of unspotted honor. He is a popular member of the Volunteer Firemen's Association, and when that organization attended President Cleveland's inauguration in March, 1885, Mr. Trippler kindly loaned them old 26 Engine to parade with in the procession at Washington. It was greatly admired along the route, and none seemed more proud of the attention shown the famous apparatus than Mr. Trippler himself. Quiet and retiring in disposition, Mr. Trippler enjoys the respect of a large number of friends.

THOMAS P. WALSH.—There are very many who, as residents either of the Fifth, Sixth, or Eighth Ward of New York, have reason to remember the many acts of generosity tendered them by Mr. Walsh. Born in Ireland in 1834, he came to America in 1838, and settled



Charles Miller.

in New York, in which city he has ever since resided. Having served an apprenticeship as a gold-beater, he early entered into the political world, in which he has made a mark as a politician, and wherein he is universally known and respected. As a member of Assembly from the Second Assembly District Mr. Walsh gained the reputation of an honest and industrious legislator. He is now serving his first term as an alderman from the same district, with credit to

himself and to his constituency. Shrewd, intelligent, and honest, Mr. Walsh is destined to make his mark in the political world.

As a representative fire laddie he gained considerable renown for pluck and endurance in the old days, and as assistant foreman of 21 Engine he aided materially in bringing that company to the proud position which it attained in the latter days of the old volunteer system. Mr. Walsh is one of the charter members of the Volunteer Firemen's Association, in which body he is a general favorite.

It is truthfully narrated of Mr. Walsh that on one occasion when he applied to a police magistrate of this city to have a young man of Irish parentage released from prison, he having been arrested for offenses committed by others, he was told by the justice that the young Irishmen of the city were continually breaking its laws, and he had decided to make an example of Mr. Walsh's friend. The alderman in his quiet way informed the judge that such prejudices as he entertained should be put aside while discharging his official duties, and that the views just expressed by him reminded the alderman of some verses he remembered reading in the Chicago "Tribune" in 1882, entitled, "Blame It On Pat," and which were as follows:

When young Adolphus Leatherhead, returning from a ball,  
Engages just for pastime in some low, disgraceful brawl,  
Unto the station he is dragged, and there, when asked his name,  
"Tis Michael Sullivan," he says; "from Bridgeport, sir, I came."

And when Artemas Yardstick in some thieving act is caught  
And straight unto the station like a felon he is brought,  
The Captain asks, "What is thy name, thou poor, misguided boy?"  
And Yardstick answers without shame, "My name is Pat Malloy."

Next day the city papers in their spicy columns tell  
How Sullivan from Bridgeport had been drunk and raising h—ll;  
And Pat Malloy, that hardened boy, had strayed from honor's path;  
And then on all things Irish pour the vials of their wrath.

God help poor Pat! where'er he goes, in cold or sunny climes,  
He has to shoulder *all* his own *and other* people's crimes;  
But, if with patience every crime unto its source we'd trace,  
We'd find *one-half* the Pats and Mikes are not of Irish race.

FRANCIS MAHEDY.—Among the many brave deeds performed by New York firemen, none can consistently be said to outrival those

accomplished by Mr. Mahedy, who has been popularly termed a salamander. Brave almost to recklessness, he at all times proved his willingness to accept what fate might afford while he was engaged in attempting to save human lives during an extensive fire. It is a rare pleasure for those witnessing brave actions to later chronicle the deeds of the individual, while within a history similar to mine no braver deeds are recorded than those performed by Frank Mahedy.

Born in 1839, in New York City, he in 1859 joined the Volunteer Fire Department of that city. In due time he was elected foreman of 31 Engine, and served as such until the breaking out of the late civil war, when he enlisted in the army. Notwithstanding his enforced absence, no other foreman was appointed until the return home of Mr. Mahedy, who again resumed command of Engine 31. With the latter apparatus he faithfully served until the disbandment of the Volunteer Department. His name was borne upon the rolls of the present Department until September, 1865, when he was for political reasons dropped as a fireman. In 1870 he returned to the force, and was assigned to duty with No. 27, where he was promoted assistant foreman, and again transferred to No. 12, where he served for a period of four years. Later on he became attached to Engine Company 28, where he was promoted to the position of foreman, and again transferred to Engine No. 1, with which latter company he served for nearly five years. In 1881 he was appointed chief, and assigned to duty with the Second Battalion, where he served with distinction for nearly three years, until transferred to the command of the Fourth Battalion, where he is at present located. Old volunteer firemen seem to never tire when recounting the many personal deeds of bravery performed by Frank Mahedy. In 1864, at a fire in Division Street, the appalling intelligence of the imprisonment in the burning dwelling of five persons was rapidly communicated to Foreman Mahedy, who dauntlessly rushed to the rescue, and after considerable effort managed to reach the side of Mrs. Heller, who was rapidly becoming suffocated.

"Give me a boost," coolly remarked Mahedy, upon depositing the inanimate form of the woman in the arms of a comrade, and, climbing an awning-post, he once more entered the burning building. Again he appeared, carrying forth the husband of the rescued

woman, and, returning, he boldly entered in search of three children, two of whom he safely guided to a place of safety.

Upon his fourth trip, in search of the remaining daughter, the walls of the building fell, burying from sight the brave form of the heroic Mahedy.

Willing hands sought to tear away the burning material, in hopes of affording aid to the latter. After a diligent search of forty-five minutes, their efforts were rewarded in finding their brave comrade, who, crushed and bleeding, was instantly removed to the Broadway Hospital.

Tender hands sought to learn the extent of injury sustained by the heroic fireman, who was found to have sustained a serious fracture of the leg and arm.

For his heroism Foreman Mahedy was duly recognized by Counselor Samuel T. Webster, at that time an alderman of the Tenth Ward. At a meeting of the Board of Aldermen, Mr. Webster, through a resolution, tendered the thanks of the public to Mr. Mahedy, and presented him with a purse of \$250.

A committee of leading citizens of New York further attested their recognition of the meritorious conduct displayed by Mr. Mahedy by presenting the latter with a handsome gold watch and chain. On this occasion, ex-Chief John Decker, in an appropriate speech, complimented Mr. Mahedy in the highest terms. Members of Engine 31 testified to their appreciation of their daring comrade by presenting him with a suit of clothes, a fire-hat, and a trumpet.

At a fire in the Erie Building, in West Street, near Duane, he, with characteristic bravery, saved the janitor of that building, together with the latter's family, consisting of wife and four children.

While serving as foreman of Engine No. 1, at a fire in the hoop-skirt factory of Brady & Cary, in West Twenty-ninth Street, he effected the rescue of two sisters named Connor, who were at work on the seventh floor of the building. He also saved the life of one Lena Goldschmidt, at the burning of a house in West Twenty-sixth Street.

Taken as a whole, no prouder record than that possessed by Chief Mahedy appears upon the rolls of the New York Fire Department, in which he has so long and faithfully performed public service, as a fire laddie. As a disciplinarian he has no equal.



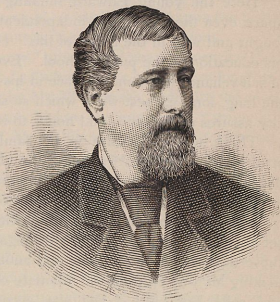
JAMES B. MUNGAY was for years honorably connected with Engine Company No. 14, of which organization he was recognized as an industrious and brave fireman, a true friend, and a deserving citizen.

ROBERT E. DE LACEY.—Though a Trojan, Alderman DeLacey has already established a just claim to being numbered among those New York firemen entitled to the claim of being representative. In 1838 he first saw the light of day in his native city, Troy. From that city he removed to New York, more than forty years ago.

Settling in the Eleventh Ward, he, like others, became in due time identified with the interests of the metropolis. While serving an apprenticeship as a ship-fastener, he became a member of Engine Company No. 44, in which capacity he soon rose in favor and, as afterward transpired, was justly entitled to the suffrages of those who, through respect for his evident fitness for a position, placed him in that of alderman of the Twelfth District.

Upon three different occasions Alderman De Lacey has represented his constituency, and at no time has he ever afforded an opportunity to his followers and supporters to object to his manly, straightforward efforts in their behalf. Lavish in his generosity and strictly honest in all his dealings, he has become deservedly very popular.

EDWARD ALEXANDER HOLMES.—Few men in the list of the toilers with brain, hand, and pen of the past half century on the metropolitan press have so honestly and fearlessly, yet so unselfishly upheld the right, and as resolutely endeavored to defeat the wrong in all the conditions of life, as Edward Alexander Holmes, the present editor-in-chief of the New York "Dispatch." From his



William Brandon.

earliest boyhood he has been a worker, mentally and physically, and as he once wrote of another member of the guild of printers, of which he is still a representative, "To him idleness is a worse punishment for an honest man than poverty."

Mr. Holmes was born in the County Antrim, Ireland, on the 19th of February, 1832, and within sight of the Giant's Causeway. Four years later his parents, in order to better their fortunes, bade farewell to the land of their birth, and sought their home in the New World, and, landing in New York in 1836, found a location in the old Fourth Ward.

Here the young Edward, inhaling the air of freedom, grew on apace, even then feeling as independent in spirit as if he had already fought and won in the battle of life. He received the rudiments of his education at the public school. Even at that early age a feeling of self-reliance had found a place in his mind, and he longed to begin the long, long-earnest work which so surely in this as in every great city assures competence and honor to its votaries.

There was no wealth in his family; his parents had a hard struggle to make their way, and, like himself, his brothers and sisters became in their industry a blessing as well as a support to father and mother and a credit to themselves.

The subject of this memoir, following the bent of his inclination, set about learning the printer's trade, and after—as was the case in those days—working in one and another job office, and gradually making his way up from the novitiate condition of a "printers' devil" and roller-boy, he at last was accepted by the guild of "type-stickers" and "faced a case" as a full-fledged compositor in the office of a then popular paper, "The Fireman's Journal." Here he remained for some time, and during this period there was no happier young worker in the city than he, when at the end of each week he carried the wages he had earned to his humble home and placed it in the common household fund.

In 1850-51 he became a compositor on the New York "Dispatch," which was founded and then owned and controlled by Amor J. Williamson. The "Dispatch" was then rapidly making its way into public favor; and its proprietor, like Mr. Holmes, was self-reliant, straightforward, and manly in his nature. It is therefore not singular that he at once took a fancy to the young compositor, a fancy which ripened into a firm and lasting friendship.

Leaving the "Dispatch," he next obtained a place as compositor on the New York "Tribune," where, by his quick intelligence and close attention to all the details of the work on that great journal, then at the height of its power and influence, with Horace Greeley at its head and Charles A. Dana as the managing editor, Mr. Holmes was speedily promoted to the position of assistant foreman, and was regarded as one of the most reliable and useful attachés of the paper in its mechanical department.

He proved the truth of the axiom that "nothing is denied to well-directed industry." When not at his daily round of labor he occupied his hours at home in reading and study, and having a remarkable memory, he soon became thoroughly posted not only upon the history and politics of his adopted country, but those of all nations.

Upon leaving the "Tribune," after many years of service there, he returned to the "Dispatch," of which paper he was, not long after, appointed its assistant editor by Mr. Williamson, and, with the exception of a few weeks' interregnum, he has, one might say, "grown up" with it. Upon the death of Mr. Williamson he became what he is now, its editor-in-chief, and under his management, and by his untiring watchfulness over its interests, his careful judgment, his unflinching integrity of character, and his regard for justice to all, of whatsoever faith, creed, or station, the "Dispatch" has held its own in influence as an independent political journal and a truthful recorder of passing events. He has had the rare faculty, so necessary in all executive positions, of selecting as the members of his staff and the representatives of the various departments of the paper men whose ability for, and loyalty to, their special tasks could be depended upon, and he has yet to make his first mistake. He is the sworn enemy of cant, hypocrisy, and dishonesty in politics; he believes in open and honest argument in all matters of political dispute, and he would rather be beaten in a bad cause with truth and honesty as his weapons than be the victor in a good cause through trickery or deceit. With him the end never justifies the means if the means are tainted with dishonor.

Mr. Holmes was for two years the president of Typographical Union No. 6, and he is still one of its members.

He is plain in his manner, outspoken, hearty, and always kindly in his intercourse with his fellow-man; he has never been a seeker after notoriety, and eminently deserves the advancement which has

been his, and the large following of friends, to whom he has endeared himself by his sincerity and his generous regard.

He is in all the commonly accepted meaning of the term a self-made man; and not only as the executive head of the "Dispatch," but as its editor and the chief adviser in business affairs of its proprietors, the Williamson Sons, and for his unswerving loyalty to their interests and his entire unselfishness, he deserves an honored place in the records of his time.

He is—in his fifty-third year—hale and hearty, and is never absent from the post of duty. In politics he is a Republican.

CAPTAIN PETER H. SHORT is in his thirty-sixth year. He was appointed a fireman on Engine 4 on May 1, 1875. He remained with that company until June 1, 1880, when, by reason of his strict attention to duty and the enviable record he had made for himself as a fireman, he was promoted to the rank of assistant foreman, in which capacity he was assigned to Engine 14, in Eighteenth Street, near Broadway, at that time rated as the finest company in the Department. He remained with the latter company until May 25, 1882, when he was transferred to Engine 33. On April 18, 1883, his efficiency was again recognized by his advancement to the rank of foreman of the same company, where he continued until December 10, 1884, when, at his own request to be transferred to a down-town company, he was placed in command of Engine Company 7. He remained with the last-named company until May 10, 1885, when he was directed to assume command of Hook and Ladder 1, located in the City Hall Park, and one of the most important truck companies in the Department. Foreman Short has remained continuously with this company up to the present time. He has distinguished himself for bravery on several occasions, notably on the night of February 21 last, when, at great personal risk, he rescued four members of the Jaeda family from the burning building on the corner of William and Beaver streets, in which the entire family of Policeman Murray lost their lives. For this heroic act his name was ordered to be placed on the roll of merit, and he will stand an excellent chance of receiving the Bennett Medal for 1885. In the absence of Chief Purroy, Foreman Short is acting chief of the Second Battalion, and performs all the duties devolving upon that important position. Hook and



Ladder 1 is called upon to perform duty at every large fire south of Houston Street. On first alarms it responds to sixty-eight stations, located throughout the dry-goods and business districts of the city, where towering and massive buildings stocked with millions of dollars' worth of property abound. The members of the company commanded by Captain Short are all large and powerful men, especially adapted for truck service, and are rated as having no superiors in the Department.

CHARLES D. PURROY, chief of Second Battalion, is in his thirty-first year, and, although the youngest chief officer, performs duty in the most important section of the city in a creditable and efficient manner. He was appointed a fireman in Hook and Ladder 5 on January 22, 1880, and after acquiring a knowledge of truck duty was transferred to Engine 22, from which he was advanced to the rank of assistant foreman on April 5, 1881, and transferred to Hook and Ladder 7. He was subsequently transferred to Engines 13, 48, and Hook and Ladder 2, and while serving in the latter company was, on December 31, 1882, promoted to the rank of foreman and assigned to the command of the fire-boat Zophar Mills, where he remained for about six months, when he was transferred to the command of Engine 1. He continued with this company until May 1, 1884, when he was promoted to the chieftaincy of the Second Battalion, which embraces Engine Companies 7, 12, 31, and 32, Hook and Ladder 1, and the water-tower. Chief Purroy responds to all alarms of fire included in the district extending from the Battery to Grand Street, river to river.

JAMES MULLEN.—It is a pleasurable task to refer to Hose No. 25, with which organization Mr. Mullen successfully ran for a number of years.

It is needless to remark that the "spool" under his management revolved with a rapidity that was calculated to astound more pretentious companies.

EDWARD J. KNIGHT, whose reputation for bravery and good fire duty in the Old Department is well known, was for many years actively connected with Engine Company No. 2, and while serving with that company did the best work of his fireman days.

JOHN MONKS.—Members of Engine 3, and others of the Old Department, will call to mind the indefatigable John Monks, who successfully performed the duties of a fireman in connection with that famous fire company.

BERNARD KENNEY was foreman of Hose No. 16, and as such made many friends. He was assistant engineer during the years



Old Types of Fire Laddies.

1864 and 1865. Mr. Kenney always managed to place his company in a prominent position when attending fires, in order that the members might more readily save human life and protect property. He

has represented the Eighth Assembly District in the Board of Aldermen, and his career as such was honest and praiseworthy.

NICHOLAS J. HALEY.—Of those formerly connected with Engine No. 34, none was more favorably regarded than Mr. Haley, who almost continuously ran with that "machine" during the palmy days of the Volunteer Department.

HENRY CLOSE, during his connection with the Old Volunteer Fire Department, was attached to Engine No. 6. As a fireman, he proved himself to be an efficient and capable member of that company. As a gentleman in private life he is highly regarded.

DANIEL COLLINS.—Many of those who ran with the machine in days of yore will remember the melodious voice of "Dan" Collins, whose rendition of the at that time popular songs, "The Bells of Shandon" and the "Dear Irish Boy," rendered him famous with the firemen, as was also PETER WEIR, with his refrain of "Alice, Ben Bolt."

At many a fire the stirring notes of a good singer incited the laggard to renewed exertion while manning a brake at an obstinate fire.

JOHN MOLLER, of the well-known firm of sugar refiners, was a member of the Old Department. Mr. Moller was born in New York City about forty-three years ago, and joined Americus 6 when quite young. He soon became known as a brave fireman and a generous friend. The old spirit still clings to Mr. Moller, and whenever the occasion presents itself, where one or more fire laddies are congregated, John Moller is sure to be in the midst of them. As a member of the old house which bears his name, Mr. Moller is very popular with all classes; while as a keen and honorable business man he has few equals. His firm is so well known, and has retained its old customers for so long a time, that its reputation for strict integrity is established beyond the requirements of praise and the standard of excellence which first gave to the house its business success. The facilities of the house for conducting a wholesale trade, the capacity for judgment possessed by its members, gained by long experience, close attention and application, and their just and liberal

manner of dealing, have built up a very large business. The quality and purity of the sugars are so much dependent upon the honor of the establishment from which they are obtained, that dealers find it profitable to procure supplies from those houses whose long-established reputation makes their representations perfectly reliable.

JEREMIAH KENNEFICK, now engaged in the cotton business in this city, was well known years ago as a valuable member of old 20 Engine. Mr. Kennefick has always been a conservative and enterprising business man, strictly honorable in all his dealings, and spoken of in the warmest terms of respect among his fellow-merchants of the metropolis.

SEAMEN LICHTENSTEIN, of the firm of S. Lichtenstein & Company, country produce, 83 Barclay Street, is an old New Yorker, who joined that popular and noted company of which Harry Venn, John Decker, and other prominent fire laddies were foremen. I refer to 14 Engine. Mr. Lichtenstein is in every respect a self-made man, and has worked his way up from being a boy in the market to his present prominent position in the trade. When only eleven years of age he went to work in Washington Market, and faithfully discharged the heavy duties incumbent upon him. His industry and fidelity did not escape the attention of his employer, and he rapidly rose in life, so that, when twenty-one years of age, he was enabled to go into business for himself in the produce trade, securing a first-class stand and building up a trade of the best possible character. Eight years ago, the growth of his large business compelled him to seek more commodious quarters, and these he found at his present address in Barclay Street. As his business grew, he took into partnership, first, Mr. Lawrence O'Brien, previously long connected with the house, and, second, his son, Mr. Seamen Lichtenstein, Jr., a talented and enterprising young merchant. The firm are very heavy buyers of all lines of produce, the great consideration being with them that it is of strictly first-class quality. In winter they deal in Bermuda early vegetables, such as potatoes and onions. In early spring they turn their attention to the early produce of all kinds from Florida, and then to the extensive supplies coming North a few weeks later from Savannah, Charleston, and Norfolk. They do not do a commission



business, as there is in all consignments more or less of inferior goods, which this firm's customers would decline to receive; consequently, they buy direct wherever they find the best and freshest quality of produce. Mr. Lichtenstein, Sr., has long been a practical expert as regards produce, and selects only the best of everything for his trade.

**BENJAMIN A. GICQUEL.**—No man in the New York Fire Department is more of a representative fireman than Benjamin A. Gicquel, chief of the Seventh Battalion. Having served in the Volunteer Department with credit, he entered the present Department on its organization, and his efficient services have contributed much to its value and success. More than this, his honorable character, his bold nature, and his genial disposition make him a striking type of the intelligent and thorough-going fireman.

He was born in New York, February 1, 1842, making him forty-three years of age. He is of French parentage, as his name indicates. After attending the public schools, where he was much interested in his studies, he followed the trade of a jeweler for a time. He began to take an interest in fire matters very early, and finally joined Clinton Hose Company No. 17, a prominent organization of the Volunteer Department. He was made secretary of the company.

The paid Fire Department went into operation in 1865, and in the same year popular "Ben" Gicquel received an appointment as one of its members. Three months later he was made an assistant foreman of the company to which he had been assigned. On the 3d of May, 1866, he was promoted to foreman, and assigned to Engine Company No. 5, and subsequently served in No. 9 and No. 25. In 1871 he was appointed one of the several chiefs of battalions, and when some legislation took place in regard to these offices he was retained in his own position. As chief of battalion he first had charge of the Sixth District, and in 1873 was placed in command of the Fifth. At present he is in charge of the Seventh. It is an important command, and his predecessors in it were Chief Eli Bates and Assistant Chief Charles O. Shay.

Chief Gicquel has won his way from the ranks to his present responsible position by the most capable services at every step. Fire duty to him is little less than a pleasure, and his experience has been gained by the application of a large degree of intelligence to his

duties at all times. The construction of buildings, the origin and nature of fires, and the variety and power of the means to subdue them, have all been made a study in detail by him. Hence he is one of those men who, in the sphere of his duty, is never at fault in

judgment, and who gives confidence to all under his command by reason of this known ability.

He is one of the holders of the Bennett Medal, for bravery shown at a fire in the tenement-house No. 73 Montgomery Street, on the morning of September 26, 1869. The second of the medals presented was given him, and it was conferred with the usual flattering marks of official and public approbation.



Thomas McCabe.

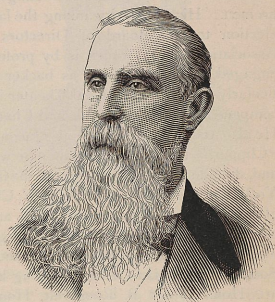
Most of the theaters in New York at one time were within the district under charge of Chief Gicquel. In 1880 he made a personal inspection of all of them in regard to danger from fire and the means of exit and escape. At the same time he assisted Mayor Bigelow, of New Haven, to examine them for the purpose of obtaining suggestions in regard to a new opera-house in that city. Chief Gicquel's inspection was so exceedingly thorough that it was remarked that the managers were ready to resort to shot-guns to keep him away. He stated at that time that he had been present at ten fires in New York theaters, and in every instance the flames had been discovered either just before the time when the doors were to be opened or just after the audience had left the building.

Chief Gicquel is a tall, well-proportioned man, with a large head and intelligent face. His manners are polite and genial. He is often called upon to show the courtesy of the Department to distinguished visitors. His reputation with the public is based upon long and valuable services. In his private life he is noted for his honorable and gentlemanly conduct. Efficient in the highest degree

as an officer of the Fire Department, he is not less worthy as a citizen and a man.

LUKE C. GRIMES was born on the corner of Reade and Augustus streets (now City Hall Place), December 13, 1832. He comes from good old revolutionary Irish stock. Mr. Grimes's father, Robert Grimes, came to this country in 1826, and went into the foreign fruit trade with Mr. Luke Corrigan, whose daughter he subsequently married. He eventually entered into business on his own account with a line of vessels in the East India and European fruit trade. He was assessor of the Sixth Ward for two terms, and in the height of financial and political success, when he was accidentally drowned in 1839. He was buried from the New York City Hall. He left a snug competency to his family of three children, all boys.

Luke himself had been adopted by his uncle when two years of age, and at the time of his father's death was attending school in Pearl Street, near Augustus, kept by an elderly single lady named Mansfield. Among his playmates at this time were John Clancy, afterward county clerk and editor of the "Leader," and the Stoppanie boys. He also attended for a time the Christomatic Institution, known as the Irish High School in the United States, presided over by Professor Patrick Sarsfield Casserly, father of the late Senator Casserly of California, who was also a teacher in the school. Among the students at this establishment were Peter



Edwin Coe.

B. Sweeney, Hugh Smith, Edward Champion, and Thomas Snowden. From here Luke went to the school of the Society of Mechanics and Tradesmen of the City of New York, at No. 12 Chambers Street, and thence to the college at Fordham, where, after a short period,

his desire for an active life having overcome his inclination to study, he gave up school life and went into the wholesale grocery business at Nos. 13 and 15 James Slip. He joined Fulton Engine Company No. 21 in May, 1850. He at one time owned the "Side-Pocket," a well-known resort of old fire laddies, at 52 Bowery.

He was chosen school trustee of the Eighth Ward in 1870-73, no salary being attached to the office. He was for a time clerk of the Jefferson Market Police Court, and clerk in the Surrogate's office, and city librarian at different periods. It is said that his experience at the hands of those whom he has benefited has not been such as to impress him very highly with regard to the gratitude of mankind.

Contemporary with Mr. Grimes in the Fire Department were Matthew T. Brennan, "Jim" Leonard, and Thomas Constantine. There is no truth in the report that "Jim," when foreman of 21, allowed Mr. Grimes to creep into his trumpet and sleep when tired out after a fire. For the past thirty-five years Mr. Grimes has been a familiar figure at political meetings and assemblages of volunteer firemen. His popularity among the latter was recently shown by his election to the Board of Directors of the Volunteer Firemen's Association. Mr. Grimes is by profession a lawyer, but has been engaged at different times as backer in theatrical enterprises, particularly at the old National Theater in this city, and with traveling companies on the Savannah and Charleston circuits before the war. He also assisted the late Frank Queen in establishing the New York "Clipper." During the Rebellion he was a pronounced war democrat, and, shouldering a musket, went to the front with the Ninety-third New York State troops, Colonel W. R. W. Chambers, late sergeant-at-arms of the New York Board of Aldermen, and was not absent from a single engagement in which that famous regiment took part. In politics Mr. Grimes is a County Democrat, though a member of the Tammany Society, Columbian Order. Among his intimate political associates are Hon. Robert B. Roosevelt, Hon. Nelson J. Waterbury, and Hon. Michael Norton. As a companion Luke is most genial, and always has a ready fund of interesting reminiscences of every phase of New York life, extending back many years.

LAWRENCE DALTON.—At No. 70 Frankfort Street, this city, Mr. Dalton, while serving his apprenticeship as a blacksmith, first became



identified with the Volunteer Fire Department. In 1858 he was appointed a bell-ringer and sent to the Washington Market lookout. Later on he became an official of the market, having been tendered the latter position by members of the Butchers' and Dealers' Association. In this capacity he has creditably served for a period of nearly twenty-seven years, during which he has become extremely popular, and is highly regarded for his probity and strict attention to his duties.

Mr. Dalton began his career as a fireman while running with Hose No. 17 during the year 1848. He was present at the famous explosion in Hague Street, at which he rendered very efficient service in removing the wounded at that disastrous affair. His graphic description of the details of the disaster has often held spell-bound a company of listeners, particularly his description of the efforts of the firemen to sustain life in the body of young Mr. Tindale, who had been unfortunately caught in the machinery of the fallen building.

The company with which Mr. Dalton was then connected was dubbed "The Brewery Bull-dogs," owing to their having a picture of a dog upon their signal lanterns. The company was organized by butchers, and was noted for the efficiency displayed at fires by its members. In May, 1854, Mr. Dalton became a regular member of Hose 17, and was later on elected to the position of assistant foreman of that company. He subsequently succeeded Mr. Terrence Keenan as foreman.

When Alfred Carson was chief engineer of the Volunteer Fire Department, he was ordered before a Board of Trustees to testify to the efficiency of Hose 17, and honestly stated that the company was one of the best equipped and disciplined under his command.



Lawrence Dalton.

For many years Mr. Dalton was unanimously elected to the position of foreman of his company. When at last declining the office, he was succeeded by Michael Dalton, who for years afterward was unanimously elected to fill the position. Mr. Dalton's reminiscences of the days when he ran with the machine would afford ample material for the pen of the novelist, while he has every reason to refer with pride to his former connection with Hose 17, which company he so ably commanded.

MATHEW McCULLOUGH was born in the village of Tarrytown, N. Y., in April, 1843. At an early age he came to New York City, accompanied by his parents. At the outbreak of the Civil War, and when but eighteen years of age, "Matt," as he was familiarly called, enlisted as a private in the Seventy-third New York Volunteers. With this company he served with more than ordinary bravery, for which he was promoted to the position of first sergeant of Company C, then commanded by the famous Captain John Downey. His discharge from the army occurred while he was serving in front of Petersburg, Va., during the famous siege of that stronghold in 1864.

Upon two different occasions he was tendered an officer's commission, which he respectfully declined.

During his meritorious service as a soldier he punctually attended to his various duties, and became a prime favorite with his comrades. He took a prominent part in the celebrated engagements at Yorktown, Fair Oaks, Oak Grove, Savage Station, Malvern Hill, and the second day's battle of Bull Run. He likewise was present at Chantilly, where the gallant General Kearney was fatally wounded. Later on he, with his regiment, figured in the famous battles of Fredericksburg and Chancellorsville, until finally ordered to the scene of the Wilderness and the subsequent battles prior to the fall of Petersburg. Upon his return home in 1864, being scarcely twenty-one years of age, he joined the Volunteer Fire Department, and became a member of Croton Engine No. 47.

With that company he served until the disbandment of the Department in 1865, when he received an honorable discharge. While a member of Engine 47, Mr. McCullough was ever a gallant fireman, rendering efficient service with credit to himself and of practical benefit to the Fire Department of New York City.

MICHAEL DUFFY was born in this city in 1842. As a boy he attended the public schools, where he acquired an excellent education. Upon his graduation he apprenticed himself to Mr. Daniel Hennessey, by whom he was efficiently instructed in the handicraft of a bricklayer. At the outbreak of the Civil War, Mr. Duffy, who was then a foreman of bricklayers, promptly volunteered his services in defense of the Union. Enlisting under Colonel Michael Burns, then commanding the Second Fire Zouaves, he served with distinction upon many a famous battle-field until the surrender of Lee. Soon after his return home he applied for admission to membership with Truck Company No. 16, then situated in Fiftieth Street, near Lexington Avenue. While serving as a fireman in that company, Mr. Duffy established for himself a proud record for intrepidity and daring while endeavoring to save human lives at conflagrations.

In the winter of 1866, a fire occurred in Fifty-first Street, between Seventh and Eighth avenues, early one cold morning. The burning structure was a two-story frame house, which, upon the arrival of Truck 16, had become enveloped in flame, while dense volumes of smoke poured forth, rendering it a difficult matter for the firemen to approach when ordered to "stretch in" after their arrival. The stairway was rapidly being consumed when a harrowing wail from some person confined in the burning edifice broke upon the ears of the fire laddies, from whose ranks Mr. Duffy unhesitatingly sprang, and, nimbly leaping into the burning mass, succeeded in climbing to the second story. Here he was fortunate in discovering two helpless children who were fast becoming unconscious through inhaling smoke. Staggering beneath his precious burden, the brave fellow struggled manfully to accomplish his escape, and, after receiving numerous burns, finally succeeded in reaching the sidewalk, where he placed in safe keeping the rescued children.

During the same year Mr. Duffy again heroically distinguished himself at a fierce fire in a dwelling-house at the corner of Twenty-sixth Street and First Avenue. While the flames were gaining headway, word was brought that a man was in the building. Entering the house, Mr. Duffy threw himself prostrate upon the staircase, and, creeping fearlessly upward, ascended to the upper story, where he discovered the almost inanimate form of a feeble old man. He succeeded, after considerable difficulty, in bringing the almost lifeless

creature safely to the street, and afterward was publicly thanked by the enthusiastic witnesses to his undeniable bravery. Mr. Duffy has established a proud record as a brave soldier, a competent fireman, and a successful builder. He has served three terms in the Board of Aldermen, and his every action has been that of an honest man and a conscientious citizen.

No member in Harlem society enjoys more deserved popularity than he, and his praise is upon every tongue. He now occupies a position in life to which his industry and integrity have justly elevated him. Generous even to the extent of being lavish, he never allows his left hand to know what his right hand does.

CHRISTIAN SCHEICK, Jr., was born in New York, June 15, 1843, and joined Eagle Hose No. 1 in July, 1864. As a member of the



John P. Rabineau.

Volunteer Department, Mr. Scheick performed many heroic acts, besides giving his time and money to the advancement of the interests of the organization. Mr. Scheick is attached to the City Court, where his practical knowledge of the workings of this branch of the judicial government makes him a valuable man. Mr. Scheick is very popular among a host of friends.

FRANCIS BAZZONI was well and favorably known as a member of 49 Engine

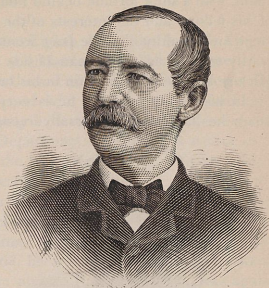
in the Old Department. Frank, as he is familiarly called, is a valued member of the Volunteer Firemen's Association of this city, whose interests he has as much at heart as those of his own. Personally Mr. Bazzoni is a gentleman of agreeable manner, an honest business man, and a worthy citizen.

JOHN P. RABINEAU is as well known in New York City as a man possibly can be. In early life he identified himself with the Volun-



teer Department, and as a member of 29 Engine did brave and serviceable work. He is a member of the New York Volunteer Firemen's Association, and is highly esteemed by his fellow-members as a genial and enterprising gentleman, whose reputation in business circles is of the highest character, and indicative of the substantial success which has rewarded his exertions, for many years past.

THOMAS HALEY joined the Volunteer Department when quite young, and for years was a prominent and efficient member of 21 Engine. Mr. Haley is highly regarded by a large circle of acquaintances for his strict integrity and fair dealing, and his social qualities are of the highest order.



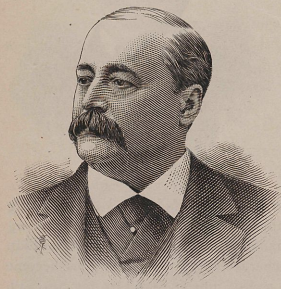
James Mount.

PETER J. HICKEY.—Frequenters to Washington Market during recent years will readily remember the genial Peter Hickey. Among the fraternity of butchers no man is more universally respected than Mr. Hickey, whose humorous character has caused him to become famous with those appreciating a good joke. Born October 28, 1842, he, upon attaining his majority, was duly accepted as a member of Hose 39, with which company he had been previously identified as a runner for nearly ten years.

In those days, owing to the large number of bunkers attached to Hose 39, it was a very easy matter for that apparatus to reach the scene of a fire far in advance of others. Then each and every member of that company was, under penalty of a fine of one dollar, required to man the rope before the hose-cart had reached Third Avenue on its way to a fire. As secretary of that organization, Mr. Hickey speedily became popular. Mr. Hickey's connection with Washington Market dates back to 1854. Later on, however, he became proprietor of a flourishing business, and soon rose into prominence among the steamboat men and trading masters of vessels entering the port

of New York, to whom he has successfully catered, and with whom he continues to drive a thriving business. Mr. Hickey has at different times introduced features calculated to improve the condition of Washington Market in many ways, and though a prosperous merchant, with a snug fortune behind him, he is ever alive to the welfare of his fellows and the interests of the public. Though his trade is a large and wealthy one, the poor woman with her basket is as courteously treated as the woman beside her in silks and satins. Mr. Hickey knows no distinction in his business relations.

In his family relations he is very happily situated. For many years he has been universally recognized as a popular member



Daniel Slote.

of the Butchers' Association, while those of his former associates of the Old Volunteer Fire Department point to him with pride as being a living example of the industry and pluck peculiar to those who ran with Hose 39 during the palmy days of that organization. While connected with the latter he met with many accidents, and was a participant in many scenes of actual danger while attending fires.

Being a capital storyteller, he is to-day eagerly sought after by those who are willing listeners to a fire yarn of twenty-two years ago.

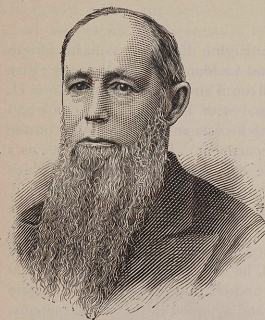
JOSEPH NOBLES is an old New Yorker, and as a member of the Volunteer Department gained considerable renown as an efficient and brave fireman. Mr. Nobles served the greater portion of his time with 4 Engine. Mr. Nobles is a conscientious business man, energetic and enterprising, and has won by honest industry the position he now sustains in commercial and social circles.

EDWARD GILON is a gentleman well known throughout this city. As a member of the Old Volunteer Department Mr. Gilon was

highly respected, and when he "ran" with Hook and Ladder 14 no laddie at the time did better or harder labor than he. He is a courteous gentleman, whose close attention to business and honorable treatment of all patrons insure a permanent continuance of his well-merited prosperity.

JOHN S. FISHER, chief of the Eighth Battalion, is in his fiftieth year. In 1856 he joined Hook and Ladder 13, in the Volunteer Fire Department, at that time located on Third Street, near Avenue D, and subsequently became connected with Engine 35 and Hook and Ladder 16. In the latter company he was an active member on the disbandment of the Volunteer Department. During his service as a volunteer fireman he secured the experience in fighting fire which has distinguished him in the present Department as a cool, intrepid, and valuable officer. For several years after the organization of the paid Department he was a bell-ringer on the lookout towers. On February 8, 1868, he was appointed a fireman and assigned to Hook and Ladder 2; on May 30, 1868, he was promoted to be assistant foreman of Hook and Ladder 7; and on July 15, 1869, he was again advanced to the rank of foreman and assigned to the same company. He was subsequently transferred to Hook and Ladder 2, and while in that company was severely burned by an explosion at a fire in a dyeing establishment at Sixth Avenue and Forty-third Street. The injuries received laid him up for two months. On May 21, 1873, his merit as a foreman was again recognized, and he was promoted to the rank of chief of battalion, and assigned to the Fifth Battalion, in command of which he remained only a few months, when he was transferred to the Eighth Battalion, where he has since continuously remained, with headquarters at 163 East Thirty-third Street. Chief Fisher has under his command Engine Companies 8, 16, 21, and 29, and Hook and Ladder Companies 2 and 7. The district is one of the most important in the city, embracing within its boundaries many piano, cigar, furniture, and wagon factories, storage houses, and numerous public and private institutions. On first alarms Chief Fisher responds to all stations from Fourteenth Street to Seventy-second Street, east of Fifth Avenue; on second alarms from Houston Street to Ninety-first Street, and from Houston Street to One Hundred and Thirtieth Street on third alarms.

THOMAS SULLIVAN, foreman of Hook and Ladder 11, is in his forty-seventh year. He joined Hook and Ladder 12 in the Volunteer Department in 1859, was elected assistant foreman in the following year, and served as foreman during the years 1861, '62, '63, '64.



T. L. Maxwell.

In 1865 he was elected by the general vote of the Department as an assistant engineer.

On the organization of the present paid Department, in 1865, he became the chief of battalion, in which position he earned a high reputation as a fireman. In 1873 the Republican Legislature passed an act legislating all the chiefs of battalions out of office, which included Foreman Sullivan. He was re-appointed a foreman and assigned to Hook and Ladder 11, on August 23, 1884, where he has since remained.

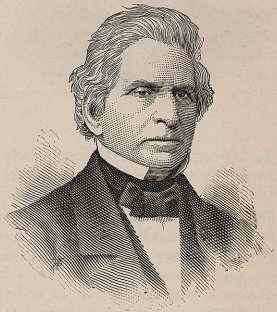
The company which Foreman Sullivan commands is one of the hardest worked in the Department, and they are generally termed the wreckers, from the fact that at all large fires they are invariably called upon to do the heaviest kind of work, and remain to finish up among the débris of the destroyed building.

JOHN BINNS, who in 1885 was presented by Mayor Grace with the Bennett Medal for bravery in saving life at the St. George's flat fire, is in his twenty-eighth year. He has a pleasant, open countenance, and is compactly built. He was appointed a fireman March 22, 1882, and served with Hook and Ladder 4, Engine 7, and Hook and Ladder 3, to which latter company he was attached at the time of making the rescue, for which he was promoted on May 20, 1884, to the rank of assistant foreman and assigned to Hook and Ladder 9. He was subsequently transferred to Hook and Ladder 6, and on August 16 last was promoted to be foreman of Engine 32, in John Street, where he has since remained. Foreman Binns was one of



the first to volunteer in the Life Saving Corps on its organization a short time ago, and proved an apt pupil. The district which Engine 32 covers is one of the most important in the city, embracing within its precinct numerous warehouses, hotels, high buildings, paint, oil, drug, and coffee-houses. Since Foreman Binns took command of the company its services have been warmly recognized by the merchants in the vicinity, who have sent many complimentary letters to the Fire Commissioners, in addition to which Phelps, Dodge & Co. presented the company with a valuable set of harness.

JOHN J. BRESNAN, chief of the Sixth Battalion, is forty years of age. He was a member of Volunteer Engine 21 in the Old Department. He was appointed in the paid Department on October 20, 1865, as fireman, and assigned to Engine 31. In December, 1870, he was promoted to the rank of assistant engineer of steamer, and transferred to Engine 12. Within six months thereafter he was promoted to be an assistant foreman and transferred to Engine 6. He was subsequently transferred to Engines 13 and 20 respectively, and on March 1, 1873, was promoted to the rank of foreman, and assigned to Engine 33. He succeeded in making that company one of the most celebrated in the Department for its quick hitching operations and fire-fighting qualities. In recognition of his superior qualifications as a fireman, the Fire Commissioners promoted him to the rank of chief of battalion in February, 1880, and assigned him to the Sixth Battalion, which he has since commanded in a highly satisfactory manner.



Samuel G. Smith.

ISAAC FISHER, foreman of Engine 11, was appointed a fireman on Engine 4 in 1869, and in the same year was transferred

to Engine 22. He was subsequently transferred to Engine 3, and while with that company in 1874 was promoted to the rank of assistant foreman and assigned to Engine 10. In August of the same year he was transferred to Engine 32, and on December



Arnot G. Smith.

1, 1875, was promoted to the rank of foreman and assigned to Engine 11, in East Houston Street, near Columbia, where he has since continuously remained. Captain Fisher is a practical engineer, and when the self-propeller engines, which afterward proved a miserable failure, were first placed in service in the Department, one of them was put in service with Engine 11, as it was felt that the captain's knowledge of machinery would insure it fair treatment. The company had considerable trouble with

the engine, and it was subsequently replaced by a lighter engine drawn by horses. Engine Company 11 is what is known as a "river company," answering alarms of fire along the East River front, and including, as well, in the district the innumerable tenement-houses which abound on the east side. The company, under Foreman Fisher's command, has established for itself an enviable reputation for efficiency.

WASHINGTON PARKER, a colored clerk, formerly in the Building Bureau, and for several years the private messenger of Commissioner Van Cott, is now a driver in the repair shops at a salary of \$1000 per annum. Parker is the first colored man ever employed in the present Department, and is very popular with all classes.

JOSEPH F. MCGILL, chief of the Third Battalion, was born on November 14, 1843. He was appointed a fireman March 21, 1866, and assigned to Engine 13, where he continued for four years, when

he was promoted to the rank of assistant foreman and transferred to Engine 27. He was subsequently transferred to Hook and Ladder 8, and on October 1, 1872, was made foreman of Engine 33, in which company he remained for one year, when he was transferred to the command of Engine 30. When the self-propelling steam fire-engines were introduced in the Department in the spring of 1874, one of them was placed in service with Engine 32, in John Street, and Captain McGill was selected to take charge of the new apparatus, which he did with great credit. While in command of Engine 32, by his strict attention to duty and his uniform courtesy to all visitors to the engine-house, Captain McGill earned the esteem and friendship of the numerous merchants and business men in that vicinity, and was by them presented with a handsome gold watch and chain valued at \$500. On August 12, 1884, he was promoted to the rank of chief of the Third Battalion, with headquarters at 47 Marion Street. This district is one of the most important in the city. On first alarms he responds to all stations embraced in the district bounded by Worth Street, Bowery, Fourth Street, and South Fifth Avenue. On second alarms, from the Battery to Fourteenth Street, river to river.

JOHN WARD, foreman of Engine 50, is in his forty-fourth year. He joined Howard Engine 34, Volunteer Fire Department, August 5, 1862, and served with that company until the organization of the present Department, when, on September 25, 1865, he was appointed a fireman and assigned to Hook and Ladder 5. He continued with that company until January 1, 1870, when he was promoted to the rank of assistant foreman and assigned to Hook and Ladder 12. He was subsequently transferred to Engine 30, where he remained until March 1, 1873, when he was promoted to the foremanship of Engine 19. On November 1, 1874, he was transferred from the latter company to Engine 30, where he continued until October 14, 1880, when, owing to disability contracted by being thrown from the engine while proceeding to a fire, he was transferred to Hook and Ladder 18. On the organization of Engine 50 he was assigned to that company, where he has since continued. The building occupied by Engine 50 is among the finest in the Department. It accommodates an engine, tender, and hook-and-ladder truck on the main floor,

and the general arrangement of the premises is such as to render it a model fire-engine house.

JAMES COSGROVE, foreman of Engine 54, is twenty-nine years of age. As one of the youngest commanding officers in the Department, he has succeeded in establishing for himself the reputation of being a daring and intrepid fireman, cool and self-possessed at all times. He was appointed a fireman on January 1, 1878. On March 21, 1880, he was promoted to be assistant engineer of steamer, and assigned to Engine 27, where he continued until July 1, 1881, when he was made an assistant foreman and assigned to Engine 34. On June 6, 1884, he was again promoted to the rank of foreman, and assigned to the command of Engine 54, in Forty-seventh Street, near Eighth Avenue, which at that time was newly organized to cover a very important district not previously provided with a near engine company. Engine 54 responds to forty-one stations on the first alarm, embraced within the district bounded by Thirty-eighth Street on the south, Sixtieth Street on the north, Fifth Avenue to the North River. The district is one of the most important in the city, containing numerous factories of various kinds, flats, tenements, etc. Since the organization of the company there has been very few changes among the members, who are considered among the best in the Department, and by their strict attention to duty have assisted Foreman Cosgrove in establishing for his company the high reputation it now enjoys.

SUCCESSFUL FIREMEN.—The following firemen, who recently passed satisfactory examinations before the Civil Service Commissioners, have been assigned as follows: Assistant Engineer John J. Cooney, of Engine 48, to be assistant foreman of Engine 33; and Assistant Engineer John J. McNamara, of Engine 15, to be assistant foreman of Engine 9; Private Edward H. Tobin, of Engine 2, to be assistant foreman of Engine 31; Private Patrick Gormley, of Engine 16, to be assistant foreman of the same company; Private Adolph J. Petersen, of Hook and Ladder 2, to be assistant foreman of Engine 39; Private Joseph Beslinger, of Engine 28, to be assistant foreman of Engine 27; Private James M. Nugent, of Engine 3, to be assistant foreman of Hook and Ladder 15; and Private Samuel Banta, of



Hook and Ladder 9, to be assistant foreman of Hook and Ladder 10. In promoting Banta, the commissioners paid him a high compliment, saying that the principal reason of his promotion was his bravery and courage in rescuing a comrade from beneath a fallen wall. On the occasion referred to, Banta worked for two hours under the shadow of a toppling wall.

The bill which in 1885 increased the salaries of the officers in the Fire Department is as follows: Section 1.—On and after the 1st day of January, 1886, the annual pay or compensation of the uniformed members of the Fire Department above the grade of firemen shall be as follows: Chief of department, \$5000; assistant chief of department, \$3500; second assistant chief of department, \$3500; chiefs of battalion, \$2500; foremen, \$1800; assistant foremen, \$1500; engineer of steamer, \$1400. All the present assistant engineers of steamers shall be advanced to the grade of engineer of steamer, and the grade of assistant engineer of steamer shall thereupon be abolished.

Of the many members of the Old Volunteer Department, none would seem to be more popularly regarded than Arnot Spence, now attached to Engine 27; David Connor, of Engine 23; and James Walton, of 12 Truck. They are the three oldest firemen in the present Department.

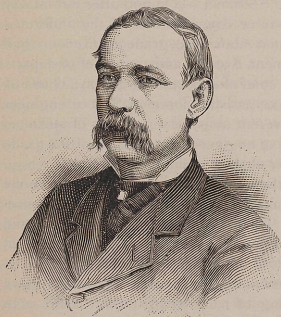
Since their advent to the present force many new innovations have followed, noticeably the working of truck companies at a fire. In former days it was customary to direct a stream of water at the smoke. This practice has been abandoned, while the truck companies now endeavor by opening the lower windows to cause a draught to follow the opening of scuttles upon the roofs of burning buildings. The exit afforded the smoke thus causes the seat of the fire to be almost instantly detected and promptly extinguished.

ABRAHAM C. HULL.—No man connected in former years with the New York Volunteer Fire Department deserves more especial notice than Mr. Hull. Born in New York City, he, early in life, became a member of 13 Truck, which company he joined in 1865. Upon the organization of Truck No. 6, he was elected as foreman of that company.

In 1871 he joined the Fire Patrol, in which service he has gained an enviable reputation for bravery and intelligence.

Mr. Hull is a genial, good-natured gentleman, whose personal traits have endeared him to his intimate associates, and who is personally regarded with favor by all who have the honor of his acquaintance.

MICHAEL CRANE.—Throughout the cities of New York and Brooklyn no man possesses a wider acquaintanceship with leading business men and others than Mr. Michael Crane, the well-known electrotyper. For many years he has been intimately connected with the printing interests of nearly all of the leading publishing-houses of New York, Philadelphia, and Boston.



Joseph Nobles.

Born in Ireland, Mr. Crane, at the age of four, arrived in New York City. When about thirteen years old he obtained a situation in the office of Vincent L. Dill, whose stereotype foundry was then located in the old "Sun" building, corner of Fulton

and Nassau streets. With the above-named firm he remained for a period of eighteen months, when he entered Conner's type foundry, at that time situated in Beekman Street, in the building formerly known as the "Rainbow Hotel." He afterward entered the establishment of John F. Trow, and in 1868 took sole charge of the electrotyping and stereotyping departments of Mr. Frank Leslie, for which house he still continues to do work. To his skill and ingenuity is due the invention of the electrotype curved plate for rotary presses. In 1874 he gave the first practical illustration of the electric light in New York City.

Many years ago he was a prominent member of Engine No. 21, and as such performed yeoman service as a fire laddie in the days when men ran with the machine as firemen. He is still as

enthusiastic as ever concerning fire matters, and is at present a popular member of the Volunteer Firemen's Association of New York City.

THOMAS J. DOUGHERTY, who, with his brave companion, John F. Cassidy, was killed February 20, 1877, was a member of Hook and Ladder Company No. 1, and among his comrades bore a reputation second to none as a brave fireman.

At the time of his death he was but thirty-four years of age. He was one of the most magnificently proportioned firemen of the force. Owing to his enormous strength he could be relied upon in any emergency where that qualification might be needed while removing persons from burning dwellings. He was decorated with the Bennett Medal for his gallant rescue from a sub-basement of two persons at a fire in 29 North William Street on the morning of March 31, 1877. For this courageous feat he was commended by Chief of Battalion Bonner to the then Chief of the Department Bates. Chief Bonner, in his report of this heroic act, concludes as follows:

Dougherty effected an entrance under the stoop on William Street, descended, and after breaking two doors discovered the prostrate bodies of Julius Frank and Elizabeth Stephens on the floor and about twenty feet from the door. The heat and smoke were dense and suffocating. Dougherty lost no time, but immediately dragged the almost lifeless bodies to the door, and passed them up to the other members of his company, who gave them in charge of the police, and they are now in a fair way of recovery. In view of the above facts I consider the rescue as meritorious as any that has ever come under my observation at fires, as it would require but a few seconds longer to entirely suffocate, and the least hesitation on his part after effecting an entrance would certainly have proved fatal. Dougherty, being a man of herculean strength and of great endurance, used both to good advantage, and raised the insensible bodies some eight or ten feet to those above, and remained in his position until he had accomplished his purpose, in the face of a dense heat and smoke, which at the time appeared to be unbearable.

The fire at which the heroic Dougherty lost his life occurred at Nos. 384-86 Broadway. Captain Hutchinson, with Firemen Connolly, Cassidy, and Dougherty, was engaged in prying open a scuttle, when the roof suddenly and without warning gave way, carrying Dougherty and his comrade into the burning building. Intimate friends and acquaintances of Mr. Dougherty were pained

beyond measure upon learning the sad intelligence of the horrible fate of one who was so universally respected.

Resolutions of respect to his memory were immediately ordered to be engrossed, while many a silent tear was shed by warm-hearted comrades, who were fully cognizant of the dead hero's general worth as a fireman and a friend.

CHARLES N. JOHNSTON first became a member of the Volunteer force in 1851, during which year he joined Protector Engine No. 22.

For nearly fourteen years Mr. Johnston remained permanently identified with the latter organization, during six of which he carried the trumpet as its foreman.

Mr. Johnston was for many years an executive officer of the Exempt Firemen's Association, and afforded universal satisfaction to the members of that body while serving in that important capacity.

For more than twenty years he was sole proprietor of the Old Hope House, a structure which formerly stood near to what is now used as the entrance to the Brooklyn Bridge.

At that noted hostelry were wont to gather some of the most celebrated wits employed on the staff of the different newspapers printed in that vicinity.

Poets, authors, editors, and printers, all frequented Charley Johnston's establishment, where plenty of good cheer was always generously afforded, together with an opportunity to indulge in a hearty laugh at the badinage of those who, through the columns of the press, communicated their humorous sayings to the entire world. Mr. Johnston never forgot his old associates of the Volunteer Department, and many a former vamp has reason to remember Mr. Johnston's liberality.

Notwithstanding the fact that he now lives in comfort at Salisbury Mills, Orange County, N. Y., he cannot resist the temptation to occasionally visit the scenes of his youth. No happier "vamp" took part in the celebration on Centennial Evacuation Day than Mr. Johnston, who sturdily trudged along, holding the rope of the old machine used upon the occasion of that noted parade.

Although generous almost to a fault, the latter has, nevertheless, accumulated considerable wealth and property during his life-time, which he now reasonably enjoys, while, at the same time, command-



ing the merited respect of the community of which he at present is a distinguished member.

To old New Yorkers, more especially to those of the printing fraternity, he will long be gratefully remembered as the genial Boniface who, for a period of twenty-two years, so successfully controlled the interests of the Old Hope Hotel, with profit to himself and to the entire satisfaction of his many patrons.

WILLIAM H. HENDRICKSON early became a fireman of note, and refers with pride to the fact of his having held the butt of Engine 26 during the great conflagration in 1835, at which time that company was under the leadership of Foreman Cox.

In December, 1835, Mr. Hendrickson became a member of Engine Company No. 33, to which was also attached, at that period, such notable firemen as Charles Forrester and Foreman Edward Penny, the latter having died some years since.

Owing to dissensions among the members of Engine 33, which was then housed in Gouverneur Street, quite a number of 33's resigned.

Having obtained a hose-cart from Philadelphia, they organized themselves as a hose company, and received the name of "Putnam" Hose 31.

For many years Mr. Hendrickson followed the occupation of a carman, in which he became widely known.

Owing to his enterprise and zeal he has built up a lucrative business, in which he still continues to be eminently successful.

He is looked upon as a representative New Yorker of the old school, and as such is universally regarded with respect by his former associates, particularly those with whom he ran as a fire laddie fifty years ago.

JOHN J. MALONEY is probably the best-known man in the First Ward of this city. During his boyhood he was associated in some way or other with the Old Volunteer Department, and when of age he joined old "Honey Bee" 5. As a brave and diligent fireman, Mr. Maloney had no equal in the entire Department. No weather was too inclement for him to "turn out," and no sickness was severe enough to keep him from answering alarms. The old spirit still

clings to him, and none is more active on occasions of firemen's parades or entertainments than the genial John. The greatest effort of Mr. Maloney's life was when he composed a poem "in honor of 'Honey Bee' Engine No. 5." As a member of the Volunteer Firemen's Association Mr. Maloney continues to renew his youth.

THOMAS H. PETO.—Many years ago Mr. Peto was a famed fire laddie of New York. His genial ways made him many friends, and when he left this city to enter into business in Philadelphia, where he is at present located, he took with him the regrets of a large number of friends and acquaintances.

Among the visiting firemen to this city at the Centennial celebration of the evacuation of the city by the British, in 1883, the most noticeable was the Active Company of Philadelphia, under the command of Mr. Peto. Dressed in silver-gray uniforms, red shirts, and fire-hats, they presented a really handsome appearance. All along the line they were loudly cheered, and Mr. Peto himself kept continually bowing to old friends, who formerly "ran" with him in the olden days, or who knew him socially. The Active Company were the special guests of the Volunteer Firemen's Association, who after the parade escorted their friends to Taylor's Hotel, Jersey City, where an elegant banquet had been prepared, and to which ample justice was done. After the toasts the Philadelphians took their departure, greatly pleased with their trip to New York.

ROBERT S. DIXON was born in New York City, May 31, 1831, and was left an orphan when but eight years old. By perseverance he paved his way to fortune, and rose rapidly in the estimation of the community as a good citizen and business man. In early life he joined 14 Engine, and soon became foreman of the company.

On the 25th December, 1855, while proceeding to a fire in Broadway, he received injuries from which he died February 5.

As a member of the Common Council, his funeral took place from the City Hall, and was attended by an unusual concourse of citizens, firemen, and officials of the city government. The body was placed in the Governor's Room, and arrangements of such a character made, that all who desired could look on the face of the dead. The coffin, which was of rosewood, studded with silver nails,

had on the top the following inscription: "Robert S. Dixon. Died Feb. 5, 1856. Aged 24 yrs. 8 mos. and 5 days." On the lid of the coffin were placed the fire-cap the deceased wore on the day he was injured, a trumpet, and other insignia of the Fire Department. Mayor Wood, accompanied by the several heads of departments, the Aldermen and Councilmen, proceeded to the Governor's Room, where the Rev. Spencer L. Finney delivered an appropriate and affecting address, after which a prayer was offered up, and the services closed.

The body was taken to Greenwood Cemetery by way of Whitehall Ferry, and there interred with becoming ceremonies.

PATRICK BYRNES duly entered the Volunteer Department in 1851, as a member of Engine No. 18, at that time lying in Thirteenth Street, near Avenue C, and commanded by David Carr.

The company was always recognized as being composed of brave and efficient workers, but there was no braver or more industrious man on the roll than Mr. Byrnes.

On the occasion of a fierce fire at Eleventh Street, near Avenue C, a distracted mother, in her frenzy, threw her infant from a fourth-story window. With admirable presence of mind, Mr. Byrnes succeeded in catching the falling babe in his arms, and saved the little fellow's life. At another time, a blind and decrepit lady, while attending to her domestic duties, accidentally set fire to her garments. Becoming almost instantly enveloped in flames, the unfortunate woman ran helplessly hither and thither, piteously begging for succor. At this juncture Mr. Byrnes appeared upon the scene, and, catching up a quilt, quickly enwrapped the woman in its ample folds, thus succeeding in smothering the flames and saving the woman's life.

He also accomplished the rescue, at the risk of his own life, of a servant girl employed in the "Pearl Street House," situated near the South Ferry. Upon this occasion, amid the plaudits of spectators, he descended a burning stairway, with the woman tightly clasped to his breast, in order to shield her from the fierce flames.

At the celebrated fire in Barclay Street, in 1855, Mr. Byrnes was present with his company, and rendered efficient service in recovering the bodies of six men of Engine No. 2, who, with their

foreman, were killed by the falling of the walls of the burning building.

Upon the disbandment of Engine No. 18, Mr. Byrnes evidently found it a hard matter to abandon a fireman's life, and once more essayed service in the capacity of a hoseman, under command of Timothy Donovan, then foreman of Hose No. 16.

For many years he continued to maintain his excellent record as a brave fireman, meanwhile diligently applying himself to business pursuits, and acquiring an enviable reputation as a model citizen. As regards the political record of men and things in this city and State, there is no man better qualified to talk than Mr. Byrnes. His honesty in all things is as pronounced as his courage and good nature.

JOHN McELROY, who was formerly a member of Engine No. 6 of the Old Volunteer Department, was born in the old Seventh Ward of New York, where his well-known bravery was for years a by-word among those with whom he associated, as well as with the members of the fire company to which he belonged.

He was considered one of the most industrious of the many youths brought up in the neighborhood in which he was born, and was at all times regarded as a dutiful child whose career in after life promised to be a useful if not a brilliant one.

"John," as he was familiarly called, was ever popular not only with his neighbors but became equally so with those occupying higher stations in life, and who in various ways testified to their appreciation of one whose aim in life was not only commendable, but also afforded to enterprising youths an example worthy of emulation.

WILLIAM GLEESON, who formerly belonged to Forrest Engine Company No. 3, joined the Volunteer Department in 1859. The company was then located in East Eleventh Street. At the outbreak of the Civil War Mr. Gleeson enlisted in the famous Second New York Fire Zouaves.

With that regiment he speedily established a reputation for bravery, and was duly commissioned as a first lieutenant.

Many of his comrades in the late war point with just pride to the distinction thus conferred upon Mr. Gleeson, who as a favorite with



all bore his honors with that modesty peculiar to brave and determined characters.

Upon being mustered out of service he returned to his home, and again assumed the rôle of a volunteer fireman until the disbandment of the Old Department in 1865.

Mr. Gleeson is at present a popular and valuable member of the Volunteer Firemen's Association.

As a member of Forrest 3, he is spoken of as possessing rare qualities as a fireman, owing to his coolness while in the presence of danger and willingness to assume any duty no matter how hazardous. His bravery on many occasions inspired others.

In private life he is regarded as being a model citizen, a devoted father, and an honor to the memory of the Old Volunteer Fire Department, in which he so creditably served for years.

SAMUEL BEST, foreman of Engine 37, is in his fifty-first year. He joined Engine 34 in the Volunteer Department in 1862, where he served until the disbandment of that company, and in June, 1866, was appointed a fireman in the present Department and assigned to Engine 13. On April 1, 1867, he was advanced to the rank of assistant foreman of the same company, and in March, 1869, promoted to be foreman and transferred to Engine 9. He remained in command of the latter company about six months, when he was transferred to Engine 38 in Carmansville, where he continued for twelve years. In 1881 he was transferred to Engine 37, where he has since continued, with the exception of about five months during the past winter, when he was temporarily detailed to the command of Engine 4.

TERENCE KEENAN was probably one of the best-known members attached to the Old Volunteer Department.

He was at one time very popular as foreman of Hose No. 17, in which capacity he creditably served for a period of nearly seven years.

He was one of the best-natured men attached to the company he so ably commanded, and was known as one of its most courageous members. His generous disposition was properly understood by his warm-hearted associates, who constantly guarded him from pos-

sible imposition on the part of less worthy individuals who were ever ready to take advantage of one who looked upon everybody as being perfect. As a result he has become universally popular with all classes, and will undoubtedly continue so until the "general alarm" is sounded.

JAMES E. HASSON became an active member of Washington Engine No. 20, May 7, 1863, and served with that company until the organization of the present Fire Department.

While serving as a volunteer fireman no member of that body was more deservedly popular than Mr. Hasson. Ever genial in manner, he has readily secured a host of friends who delight in now seeking the companionship of one whose retentive memory has

stored up many interesting reminiscences of former days.

The happy vein pursued by him when recounting a story always insures for him an appreciative audience.

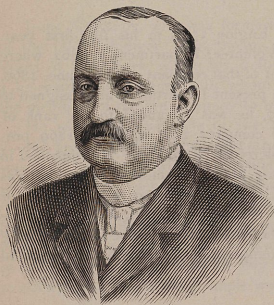
For many years Mr. Hasson has held an important position in the county clerk's office, where he has also made many friends.

His strict attention to duty and willingness to perform any task assigned him speaks well for his early training as a fire laddie.

In social life Mr. Hasson enjoys an extensive acquaint-

ance among leading New Yorkers, and is everywhere regarded with favor by those cognizant of his many sterling qualities as a man.

Owing to his position in the county clerk's office he is universally known to those frequenting the County Court-house, where he is looked upon as being one of the most gentlemanly and accommodating men acting in a public capacity to be met with in and around the City Hall.



James E. Hasson.

Former members of Washington Engine speak very highly of Mr. Hasson, who was always a prime favorite among their number, while his elevation to the position in life he at present holds is claimed by them to be indicative of the intelligence and energy possessed, as a rule, by members of the Volunteer Department, in which Mr. Hasson served with credit to himself and to the entire satisfaction of the community at the time.

JOSEPH RADLEY became a fireman of note away back in the forties, at which period he was attached to Hose Company 47.

Subsequently he was promoted to foreman of that company, and was considered to be one of the most enthusiastic of its members.

In early life he learned the trade of a ship-carpenter, and was for many years engaged in that business.

Mr. Radley is noted for his rare good humor and ability to spin an interesting yarn concerning his varied experience as a fireman. His tales of the quick time formerly made by rival companies when attending fires are highly amusing, while his wonderful memory enables him to locate the time and place of each occurrence with an accuracy seldom displayed by story-tellers. With the members of his profession he has always remained popular, and is by them looked upon as a representative mechanic.

During later years he has engaged in the leather-finding business, in which he has met with marked success.

Mr. Radley frankly admits, however, that he still possesses a hankering to resume his former life as a ship-carpenter, although at present engaged in a lucrative business, which he has established mainly through his honest efforts, and by his strict observance of the rules governing business transactions. Like many another who has mingled in the stirring events incident to a fireman's life, he has never forgotten the days when he ran with Hose 47, and to this fact he frequently refers with all the enthusiasm which formerly marked his actions when connected with that company, and serving in the old Volunteer Fire Department.

DANIEL GALLAGHER was born in the city of New York, and in November, 1863, joined 25 Hose. United States, or "Fashion," as she was generally termed, was a famous apparatus, having been

organized May 27, 1839. From 1841 to 1843 she was out of service, but in July of the latter year the company was reorganized, and was located in Anthony Street, near Broadway. After 1864 the company was located at 128 Worth Street. Of all the brave and efficient workers of this Hose Carriage none is deserving more praise than Mr. Gallagher, who remained with his company until the disbandment of the Department. Mr. Gallagher is at present connected with the mailing department of the "Sunday Mercury," and is considered one of the most proficient in his line of business. He is a pleasant, affable gentleman, ever ready to succor the needy, and thoroughly honest in all his transactions. He is a prominent member of the Volunteer Firemen's Association of New York.

JOHN E. HALLETT formerly belonged to United States Engine No. 23, which was organized in 1797, and located in Broadway, near

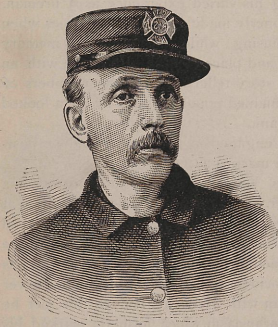
Anthony Street; subsequently it was removed to quarters in Anthony Street, near Broadway, where it was disbanded August 5, 1846.

In March, 1852, the company was again reorganized and located in Twelfth Street, east of Broadway. Afterward, in 1861, the engine was removed to 186 East Fourteenth Street, where she remained until ordered out of service.

Old fire laddies who ran during the palmy days speak enthusiastically of Mr. Hallett as a fireman who possessed

great endurance, admirable pluck, and rare judgment while performing his duty as a member of the Volunteer Fire Department.

ALBERT H. HENDRICKSON became a fireman in 1862, and was prominently identified with the Volunteer Department. In October,



Albert H. Hendrickson.



1865, he was appointed a member of the present Department. For his bravery as a fireman Mr. Hendrickson's name has been placed upon the roll of honor. He was born in New York, June 10, 1837, and is now forty-eight years of age. He is esteemed as an intelligent, unassuming gentleman, and possesses a record as a fireman of which he may be justly proud. Numerous testimonials to his bravery exist, and he has very many friends who take pleasure in alluding in terms of praise to his career as a volunteer fireman, in which capacity he served with more than ordinary distinction until the disbandment of the Department.

JAMES J. FERRIS entered the Volunteer Fire Department in 1856. In April of that year he became a distinguished member of Eagle Engine 13. For a period of nearly four years he acted as secretary of that organization, with which he remained until the outbreak of hostilities between the North and South. Men who served in the First Fire Zouaves will bring to mind with pleasure the subject of my sketch, who was a sergeant in G Company of that famous regiment, and from which he was discharged in consequence of his many wounds.

No prouder record as a volunteer fireman and soldier can be produced than that enjoyed by Mr. Ferris, who was one of the charter members of Noah L. Farnham Post 458, G. A. R., and who is at present serving as adjutant of that organization.

Among his comrades Mr. Ferris is considered as being "True Blue," which is the highest title in their vocabulary to express the admiration felt for one who has borne an irreproachable character as a soldier, and who among firemen is remembered as a brave and efficient member of the Old Volunteer Department.

FRANCIS J. REILLY, Chief of the Eleventh Battalion, has for years ably performed the arduous duties of chief of battalion, and was formerly captain of Hook and Ladder No. 1.

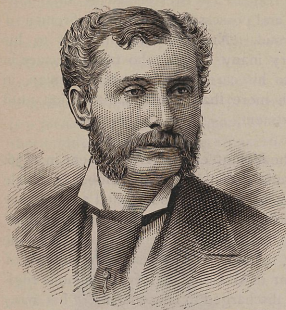
His record is an enviable one, and his well-known bravery has afforded ample reason for his being selected for the position he has so long and faithfully held to the satisfaction of his superiors.

Always on the alert, he has never been absent from a fire of any magnitude since his assumption of the functions of a chief of bat-

talion. Many now serving in the Department claim that no actual need exists for the strict discipline exacted from firemen, yet they should realize the fact that an absence of only a few seconds in

responding to a call is fatal, and may possibly entail a disastrous loss of not only property, but may, at the same time, jeopardize human lives.

Viewing matters in this light, Chief Reilly has ever exacted from his subordinates a proper observance of the rule requiring strict vigilance while on duty; and, in order to insure promptness of action, has himself afforded members serving in the Eleventh Battalion an example which they should wisely follow.



Sergeant Christie.

His headquarters are with Hook and Ladder Company No. 14, No. 120 East One Hundred and Twenty-fifth Street.

He at present superintends the working at a fire of Engine Companies Nos. 35, 36, 38, 53, and Hook and Ladder Company No. 14.

Aside from his connection with the Department while on duty, no more estimable gentleman exists than Chief Reilly. He is the soul of good nature, and is highly regarded by a host of friends and admirers. He greatly admired the lamented Dougherty, formerly of Hook and Ladder No. 1, who, he has frequently asserted, was one of the most trustworthy men with whom he had ever been associated. He is a quick reader of character, and as such fully understands those serving under his command, by whom he is universally respected.

THOMAS GOODERSON, Chief of the Twelfth Battalion, is another of those brave young men who are justly entitled to praise from their superiors.

He is at present commanding the Twelfth Battalion, with headquarters at the house of Hook and Ladder Company No. 17, One Hundred and Forty-third Street, near Third Avenue.

Chief Gooderson is one of those rare characters to be met with in life who, adopting the motto of Davy Crockett, "Be sure you're right, then go ahead," has never been known to hazard an undertaking without at least a show of success. He especially cares for the interests of men of his command, and will willingly accompany them into any place of danger to which he may have occasion to order them at a fire.

This trait in his character has noticeably advanced him in the estimation of his associates, who unhesitatingly obey his directions, feeling that he will not unnecessarily endanger their lives.

No one of the present chiefs of battalion more perfectly enjoys the confidence of his superiors than Chief Gooderson, whose worth as a fireman has been fitly recognized by advancing him to his present position in the Department. He at present controls the movements at a fire of Engine Companies Nos. 41, 42, 45, 46, 48, 50, 52, and Hook and Ladder Companies Nos. 17 and 19.

Socially, Chief Gooderson is all that can be reasonably desired, being a most genial and companionable gentleman.

Since his connection with the present Department, he has shown his fitness for the position of a fireman, while the capacity in which he now serves fully evidences the fact that his general worth as such has not passed unnoticed at Fire Headquarters.



Bernard Kine.

SAMUEL CAMPBELL, Chief of the Ninth Battalion, is considered to be one of the most accomplished officers attached to the present

Department. He is a handsome-looking man whose magnetism is felt upon every occasion where prompt action on the part of his subordinates is demanded.

Like men of character he is a true disciplinarian, and as such may have gained for himself the enmity of many, although viewed with favor by those who recognize in him one having at heart the interests of the Department.

Chief Campbell has, upon more than one occasion, fully demonstrated the wisdom of the course he is pursuing, by succeeding in unearthing the drones in the Department who are averse to "stretch-

ing in" at a fire, but who are ever ready to respond to the welcome order "take up," when retiring from the scene of a fire. Those who enter the Department, wholly desirous of performing their duty well, speak in terms of the highest praise concerning Chief Campbell, who, whether engaged or not in the performance of the responsible duties attached to his office, is always affable in manner. Universally regarded as a genial companion, he at all times maintains the dignity of a true gentleman, while he recognizes fully the wisdom



John Castles.

of enjoying the good things of this life without transgressing the laws of propriety. His record in the Department as a gentleman and a thorough fireman is of the very highest.

**BERNARD KINE.**—Among the fire laddies who contributed largely by their attention to duty and social influence to develop an interest in matters pertaining to the saving of life and the protection of property on the east side when the tide of immigration first began to flow in that direction, may be mentioned Mr. Bernard Kine. A "native



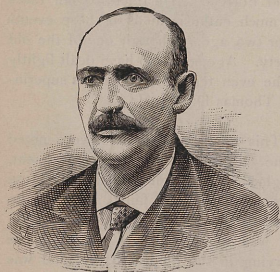
to the manor born," "Barney," as he was familiarly called, early in life took a pride in associating with the members of "The Old Blue Devil," No. 30. After it disbanded, he, in company with several of the Avenue A boys, ran with Manhattan No. 8, situated in Ludlow Street, between Broome and Delancey, where they did effective service in enabling her to maintain ascendancy in races against Tradesman Engine No. 12. As soon as Forrest 3 was organized he severed his connection with No. 8, and joined that "Pride of the Dry Dock," of which he subsequently was elected treasurer. In this company he became completely absorbed, and even to this day he speaks of it with that deep-seated earnestness which is characteristic of his former sympathy with its members. "No machine," he is wont to boast, "ever succeeded in passing old Forrest." He refers to her races with 51, 44, 9, and 18 with as much enthusiasm as if those events were but the affairs of a day or two ago. Though one of the old boys he is still fresh and hearty. Age seems to have dealt lightly with him. He now pursues the even tenor of his way as superintendent of the book-bindery of Thomas Daniels, Jr.

FITZPATRICK BROTHERS.—This family of brothers were noted firemen during the days of the Old Volunteer Fire Department. Thomas was a member of Engine 21, although a bunker in Hose 55's house in Christopher Street. He never failed, however, to catch Engine 21 when the latter rolled on her way to a fire. John, who belonged to Engine 34, was so enthusiastic regarding fire matters as to insist upon carrying in the pipe at a fire, and was always first at the tongue. James Fitzpatrick, also of Engine 34, was a very active fireman. He is at present popularly known in political and social circles of the Ninth Ward, and is a member of the General Committee of Tammany Hall. All three of the brothers are extremely popular, and take considerable pleasure in referring to the days when men risked their lives to save those of others.

THOMAS DEVLIN was for years connected with old Engine No. 3, at that period lying in Elizabeth Street. He is the father of Thomas F. Devlin, formerly of Engine No. 2. Thomas, Sr., was born in the Fourteenth Ward of New York, and served an apprenticeship with

the well-known firm of Seerles & Co. in Spruce Street. After an exciting life as a fireman, he left the force. He at present belongs to the Volunteer Firemen's Association, of which body he is an enthusiastic and popular member.

SILAS LING will be readily remembered by those who manned the rope of 17 Hose in 1857 and succeeding years. He early became noted for his readiness to attend a "call," and also for his zeal in forwarding the interests of members of his company. In time he was elected to fill the office of assistant foreman, and subsequently he was unanimously chosen foreman. He devoted all his talent and energy toward making his company a model one, and was desirous



Silas Ling.

of seeing it second to none at a fire. The men under his command cheerfully obeyed the instructions of their foreman, and in every manner possible aided him by their united exertions in rendering Hose 17 a model company. Mr. Ling was at one time a prominent candidate for assistant engineer, and had he displayed the slightest interest in the matter, would have been unquestionably elected. He was loath, however, to relinquish the command of a

company he had by dint of hard work succeeded in making almost perfect as a fast-running machine. His men, too, preferred to have him remain with them, as they had learned to respect him for his many sterling qualities both of heart and mind. The outbreak of the Civil War caused him to sever his connection with the hose company, and he enlisted under McLeod Murphy as a member of the engineer corps.

Upon receiving his discharge from the army, he at once returned to New York, in which city he was born in 1835. Mr. Ling has, in consequence of his straightforward dealings with his fellow-men,

made a host of friends. The latter claim that the excellent character he has established both as a fireman and soldier justly entitles him to honor and distinction.

SILAS D. BENSON is a well-known member of the Produce Exchange, and as such is both influential and popular. He is an old-time fire laddie, with a splendid reputation for bravery and industry. He joined Hose Company 36 in 1858. It was he who first gave the alarm to Engine 40 on the occasion of the extensive and fatal fire in Elm Street. The members of the hose to which he was attached claim that no better fireman ever donned a red shirt. They furthermore refer with pride to the enviable position in life attained by their former comrade through his indomitable perseverance. Mr. Benson was at one time employed as an accountant, and ultimately became engaged in the flour business in South Street, where he is now prominently known as a merchant.

JAMES CAPPER became an active member of Hose No. 34 in June, 1859. For years he performed the duties of a fireman, never flinching in the face of danger, and always ready to assume any risk if required. In time the hose company was reorganized, under the name of Forrest Engine No. 3. Mr. Capper immediately joined the new organization, in which he performed as faithful service as he formerly did when running with the "Spool." Upon the disbandment of the Volunteer Department, he severed his connection with the engine whose tongue he had often held while guiding that apparatus to the scene of a fire.

At one time Mr. Capper represented Engine 3 in the Board, and has ever been regarded with favor as being a representative fireman of the old school.

CHRISTOPHER CAPPER, brother to James, was also a member of Hose 34 in 1859, and remained with that organization until the formation of Engine No. 3. He attached himself to the latter company, and was considered to be a valuable addition. Upon the disbandment of the Volunteer Department he received an honorable discharge. Mr. Capper was a representative of Hose 34 and Engine 3 in the Board.

He was very active in his endeavor to secure for these companies all the rights and privileges to which they were entitled, and was always looked upon as an upright and efficient fireman and a perfect gentleman.

PATRICK DUNN was born in Ireland, December 19, 1840, and emigrated to this country at an early age. In 1854 he served an apprenticeship with John Polhemus, at the corner of Howard and Centre streets. He joined the Fire Department June 6, 1860, and remained with that organization until its disbandment in 1865.

ANTHONY YEOMAN was born in New York July 24, 1832. In many ways Mr. Yeoman may be said to be a representative man.



Anthony Yeoman.

At the early age of fifteen years he became a volunteer in the Old Department. In former days volunteer runners were an especial feature, and performed considerable meritorious work at fires. As a volunteer Mr. Yeoman ran for some years with Warren Hose No. 33, which then lay in Sullivan Street, between Prince and Houston streets. It was customary at that time to fine firemen for absence from a fire, or for violations of any of the company's rules. These fines, together with the dues, were

exacted from volunteers as well. Out of the fines collected from the volunteers of 33 Hose was purchased the first set of lanterns ever carried by that apparatus.

In December, 1852, Mr. Yeoman joined the Department and was elected a member of 33 Hose. In 1858 he was made assistant foreman of that company, and in the following year he was elected foreman. Subsequently resigning, he became an honorary member of the hose company, and in the latter capacity served until the dis-



bandment of the Volunteer Department. While an active member he was elected a representative of Hose 33. He has been for years a prominent member of the Exempt Firemen's Association, and was by it elected a trustee of the Firemen's Benevolent Fund. Mr. Yeoman was elected three times in succession, and is now serving in his twelfth year.

In 1866 he was entered as an apprentice in Key Stone Lodge, F. & A. M. In 1867 he was a charter member of Knickerbocker Lodge, No. 642. In 1868 he was chosen as Senior Warden, and for the three succeeding years performed the duties of Worshipful Master of that lodge. During the administrations of Grand Masters Thorne and Couch Mr. Yeoman was appointed Grand Steward of the Grand Lodge. During the term of Past Grand Master E. L. Judson, he was chosen District Deputy Grand Master of the Eighth Masonic District of New York City.

Mr. Yeoman was appointed in the New York Post Office June 15, 1853. During the many political vicissitudes through which that department has gone Mr. Yeoman has remained unmolested, and at present superintends the classification and delivery of missing and dead letters. He is highly respected as a man of great force of character and a disciplinarian of considerable ability. As a genial, companionable gentleman, Mr. Yeoman has few equals.

MOSES MCBRIEN is a well-known printer in New York City. Years ago he was recognized as an active member of Niagara No. 4, of the Volunteer Department. At the call for men as soldiers during the late war Mr. McBrien forsook the "case" and shouldered a musket in the cause of the Union. As a soldier he speedily established a distinguished record for bravery, and was on several occasions offered promotion. At the cessation of hostilities he returned to New York, where he resumed his calling as a printer. Niagara No. 4, to which company Mr. McBrien was attached, was organized by former members of Engine No. 18, which had been disbanded in 1849.

As a fireman he proved to be a faithful and intelligent man, whose bravery was unquestioned, and whose popularity was acknowledged by all. Among members of the printing fraternity Mr. McBrien is universally regarded as being a thoroughly competent workman, and in social spheres is extremely popular.

WILLIAM H. MALONEY first saw the light of day in the First Ward of New York City, November 6, 1840. When but a mere lad he ran with old Honey Bee Engine No. 5. That famous engine was manned principally by efficient firemen, and always enjoyed an enviable reputation as being a live company. For a period of twenty-five years Mr. Maloney has been deputy clerk of the Common Council of his native city. He has always been a stanch member of the Tammany organization, in which he has for years been a shining light. He is recognized by his intimate associates as being the personification of all that constitutes the make-up of a true gentleman, and is universally regarded for his integrity and faithful performance of the duties attached to the responsible position he has so creditably filled for years.

JOHN FINN, an assistant foreman in the present Department, formerly belonged to Engine No. 13 of the volunteer force. The latter engine lay in former years in Duane Street. Later on she was removed to William Street, and occupied the house now used by Engine 12. Mr. Finn is considered to be one of the most practical firemen connected with the present Department. He is about forty-five years of age, and during his protracted connection with the fire force of New York has obtained a thorough insight into matters connected with the management of fires. He is looked upon as being not only intelligent, but is also known to be a cool, calculating man when handling a fire. He, besides, possesses the entire confidence of his superiors, and at the same time commands the respect of those serving with him as firemen.

EDWARD FITZPATRICK was a well-known member of Engine No. 6, with which company he performed heroic service for a number of years. Mr. Fitzpatrick has for years been identified with the interests of the Democratic party, and is the acknowledged leader of the Tammany cohorts in the Fourth Assembly District. Mr. Fitzpatrick is an able debater and a fluent talker, and while serving his two terms as a member of the Board of Aldermen he was continually securing ordinances wholly affecting the interests of his constituents, and as a consequence was highly regarded by the latter. In the Fourth Assembly District no one is more deservedly popular

than he, either politically or socially. A true friend, a model citizen, and a devoted father, Mr. Fitzpatrick will enjoy for years to come the respect and confidence of a host of friends.

BRYAN REILLY was born June 16, 1837, and was attached to Engine No. 2 for many years. As an alderman from the old Seventh Ward he became famous for his untiring efforts in behalf of his constituents, who still regard him as a model legislator. Mr. Reilly is a whole-souled gentleman, whose manly conduct has endeared him to all old New Yorkers residing in the ward in which he first began his career as a successful politician. He has no peer as a faithful friend and willing adviser. He is to-day one of the most popular men in New York City, and is said to be the most competent of the many politicians representing the interests of those who, by their votes, have elevated them to a public position.

EDWARD L. MEADER was an active member of Hose No. 5, which company was so ably commanded by James F. Wenman as foreman in 1858. With that apparatus Mr. Meader remained until she was reorganized under the title of Engine No. 47. Upon the roll of that company his name figured honorably for years. Later on he joined Hook and Ladder No. 6, which was the last company to perform service in the Old Volunteer Department. The foreman in charge of Engine No. 47 while Mr. Meader was a member was John A. Phillips, a brave and industrious fireman, who never shirked his duty nor allowed his company to suffer any inconvenience. No one of the old firemen is more respected by his former associates than Mr. Meader, while among the most influential citizens of New York he is regarded with respect and homage.

JOHN A. HARRINGTON was born in Columbus, Ohio, July 28, 1827. He entered Cincinnati College, corner of Walnut and Fourth streets, at the time Alexander H. McGaffy was president. Young Harrington speedily mastered the mysteries of a collegiate education, having as one of his professors the late O. M. Mitchell, afterward a general in the late civil war. Having graduated with honors, the young collegiate turned his attention to the stage, where in a short time he displayed histrionic ability of no mean

quality. In 1845 he entered the theatrical profession, making his début at the National Theater.

Gradually Mr. Harrington's tastes for literary pursuits overcame his desire for theatrical reputation, and in 1852 he became editorially connected with the New York "Picayune," then published at 122 Fulton Street. He next went to the New York "Day-Book," where he had as his co-laborer E. A. Holmes, Esq., at present editor-in-chief of the New York "Dispatch." For three years he did bright and interesting work on the Philadelphia Sunday "Dispatch," and afterward associated himself with the "Transcript" of that city, then published by Jackson & Green, with which he remained until 1858. While on the "Dispatch" in Philadelphia, Mr. Harrington was made an honorary member of the "Big D," otherwise known as the "Diligent" Engine Company.

Returning to New York, Mr. Harrington joined the staff of the New York "Atlas," then ably conducted and owned by Anson Herrick. As dramatic editor of this paper his articles attracted universal attention; and as a dramatic critic and writer since, and more particularly as "John Carboy," in the New York "Dispatch" at present, Mr. Harrington is well and popularly known throughout the country. Under various *noms-de-plume* he has written a number of novels of decided merit. His several serial stories in Munro's publications have gained for him a wide-spread reputation, and though rejoicing as a grand-daddy, and sweetly basking in the expectation of soon being a great-grand-daddy, the old-young man continues to write with intellect as bright as when he first began his literary labors.

Mr. Harrington married an amiable and intelligent English lady, whose many admirable traits have tended to brighten the path of life's journey, down which she and her husband are pleasantly traveling.

JOHN SPENCER is an old New Yorker, though not an old man. In his early life he went to California, but returned within a year or two. Shortly after his return he became a member of Hose Company No. 3, and remained a member until the advent of the paid Fire Department. He was in every way a competent fireman, and is a kindly, genial, loyal gentleman, and most sincere friend.

THEODORE C. WILLIAMS has never been a member of the Fire Department, but, like all boys born and brought up in New York,



he "runned wid de machine." Years before he came of age he went to California, and when he returned the Volunteer Department was about going out of existence, and he did not care to enter a falling house. Williams is in every way a man,—stanch to his friends and openly against his enemies. He is a true representative of the New York boys of old.

HENRY D. PURROY, at present President of the Board of Fire Commissioners of New York City, was born in New York in 1848. His father, Mr. John B. Purroy, was a well-known and highly respected citizen of this city. President Purroy graduated with distinction in 1869 from that admirable scholastic institution, St. John's College, in Fordham. He entered the profession of the law, where he soon wrought out a place for himself. In a great city like New York it is a short step from law to politics, and Mr. Purroy was not long in securing a prominent position in the ranks of the Democracy. He first affiliated himself with Tammany Hall, and rapidly rose in prominence as a district leader. He for years was one of the thirteen Sachems of Tammany Hall. His views on political matters were exceptionally clear and correct as a rule.

In 1880 Mayor Grace appointed Andrew J. White, Esq., a police justice. Randolph B. Martine, the present district attorney of New York County, and President Purroy earnestly favored Mr. White, and as a consequence Tammany Hall decided to discipline the three gentlemen. The latter, however, withdrew from the organization, joined the County Democracy, and are now discharging the duties of their respective offices with honor and distinction. Previous to this, or to be more correct, in 1875, 1876, and 1877, President Purroy was elected an alderman, and in the latter year he had the distinguished honor of presiding over that body as its president. In 1881 Mayor Grace appointed Mr. Purroy a fire commissioner, to serve for six years. He was re-appointed in May last by the same official for a term of six years, Mr. Elward Smith being appointed to serve out the two years of Commissioner Purroy's unexpired term.

Since his advent to the Fire Department President Purroy has introduced into it many important features.

The most recent and in many respects the most important addition that has been made to the improvements in our fire service is that represented by the formation of the Life-saving Corps. Defect-

ive as the French fire system is, and ever has been, it has been marked for years by the existence in it of a gallant body of trained life-savers, men who by their heroic acts have won for themselves time and again all sorts of official recognition and rewards. In the great French cities, packed with old buildings which swarm with human life and burn like tinder, such a corps is a prime necessity, especially as the means of controlling and subduing conflagrations are so deficient. Of late years the system of tenement and flat building so popular in New York has created an urgent demand for a similar organization here.

In 1883 this demand was first supplied, but not until it had been in practice in St. Louis for some years. Indeed, its introduction here was a godsend. Shortly after the terrible fire which destroyed the Potter building on Park Row, and caused such horrible loss of life, Commissioner Purroy visited St. Louis. He found the *Pompier* system, as it is called, in its primitive state there; and its feasibility impressed him so favorably that he, without unnecessary delay, secured the services of the man who had established it in St. Louis, and placing it in charge of Chief Bonner, soon had one of the most efficient life-saving corps in the country.

The members of the Life-saving Corps practice daily with the new jumping-sheets, which are now carried on the apparatus of the Department. The men have become very expert in the manner of handling them, so that persons jumping from a height may escape without injury. It is an interesting sight to see some of the men jumping from the second and third stories of the headquarters of the corps, while their comrades below hold the sheets in position and catch them in safety. President Purroy feels justly proud over the success of the Life-saving Corps, and his ambition is to so improve the Department of which he is now the head that his whole time is entirely given up to matters of that nature.

Socially Mr. Purroy is the very embodiment of good-nature, and is as popular among the officers and the rank and file of the Department as he is among his host of friends in his social connections.

RICHARD CROKER, treasurer of the New York Department, was born in New York City about forty-five years ago. When a youth he learned the trade of machinist and engineer, and at one time was

regarded as a clever expert in his calling. As a member of the Volunteer Department Commissioner Croker distinguished himself on many occasions by acts of bravery in rescuing inmates of burning buildings and saving valuable property from the insidious approach of the fire fiend. Manhattan 8 of the Old Department was the first company to use a steam-engine, and Commissioner Croker was its first engineer. He subsequently became engineer of 28 Engine in the same Department. Early in life he entered the political arena, and rapidly rose to prominence. He finally became the leader of the Tammany cohorts in the Eighteenth Assembly District, and served with distinction in the Board of Aldermen from that District. At a time when the political waters were seething with factional bitterness, Commissioner Croker became a candidate for coroner, and was elected by an overwhelming majority. He was renominated and again elected coroner by even a larger majority than before. For a time Mr. Croker contented himself with leading his party in the District to victory, but in 1883 was nominated for alderman, and was elected by a most decided majority. Before the board to which he was elected for the year 1884 met, Mr. Croker resigned, and in November, 1883, he was appointed a fire commissioner by Mayor Edson, to succeed Commissioner John J. Gorman, who had been appointed a police justice.

Since his advent to the Fire Department Commissioner Croker has endeavored by every means to further the interests of the organization by wise counsels and indefatigable labor.

The arrows of vituperation have never flown fast enough, nor have the slings of personal abuse ever grown bitter enough to distract this gentleman's attention from the duties of his office; and while he continues to discharge these responsible obligations the residents of this city feel secure against the possible approach of the demon fire.

ANTHONY HARTMAN is a typical New Yorker of the old school, and was prominently identified with the working of Engine 44 of the Old Volunteer Fire Department. In the capacity of a fireman he was regarded as being a brave man, who without hesitancy displayed a willingness to enter a burning building for the purpose of saving human life or affording protection to valuable property.

Early in his career he became noted as a politician whose honesty as such passed unquestioned, and who was universally admitted to be a gentleman, which, in this connection, speaks volumes in his favor. The possession of the latter qualification soon caused him to become popular with his constituents, to whom he was at all times accessible, and for whom he was ever an able advocate in furthering their interests. For many years Mr. Hartman has been prominently identified with the Irving Hall Democracy, and he is looked upon as being one of the ablest leaders of that well known organization.

He has been honored by being placed in several positions of public trust, and was at one time a civil justice. Subsequently he became chief clerk in the Board of Excise, where he displayed considerable ability, and was highly esteemed for his quiet, gentlemanly deportment to his superiors and to those with whom he came in contact in his official capacity.

His many friends and admirers next succeeded in electing him an alderman. This position he at present holds, and in the Board ably represents the Twenty-fourth Assembly District.

Mr. Hartman is an able debater upon all subjects of public interest, is a fluent talker, and is also possessed of very practical ideas. As a politician he is extremely liberal in his views, regardless of creed or party, while his aim in life seems to be the elevation of the working class and to protect them against the machinations of greedy capitalists and grasping corporations.

He is happily situated in domestic life, while his uniform probity of character and steadfast allegiance to his many friends entitle him to the esteem he is held in by all as being the embodiment of every quality which is to be found in the make-up of a thorough gentleman.

JOHN MCLEOD MURPHY is one of the most efficient members of the present Department, in which he was appointed a private November 21, 1881. He was assigned to duty with Engine Company No. 7, from which he was transferred to Engine No. 45 on May 16, 1882.

A call was issued February 1, 1883, for volunteers to form a life-saving corps, and Mr. Murphy was one of the first to offer his services. Of the many who came forward in response to the call, none remained after ascertaining the nature of the work they were expected to perform. It was not long, however, before he was joined by



others, and the corps in a short time became quite proficient in their work. Commissioner Purroy subsequently ordered a public exhibition to be given at French's Hotel. On this occasion Murphy surprised everybody by his wonderful feats of agility, having climbed this seven-story structure by means of scaling-ladders in the incredibly short time of two and one-half minutes. The descent was made in much quicker time, having occupied but one and one-half minutes.

On May 23, 1883, he was promoted assistant foreman, and assigned to Hook and Ladder No. 9, by the unanimous consent of the commissioners.

At a fire in 255 Elizabeth Street, on June 25, 1883, he effected his first rescue, and succeeded in saving the life of John Hurdy. Two months later he was detailed to the command of Hook and Ladder No. 16. While serving with this latter company he displayed more than usual daring, and in August, 1883, rescued little Anna Wasserman at a fire at No. 183 Clinton Street. In the same month he rescued the Lowenthal family at 144 Delancey Street. In October of that year, at a fire at 185 Sullivan Street, he rescued three aged persons, and in the following December, at a fire at 204 Madison Street, bravely rescued Mary Rogers, and Margaret, Madeline, and Jennie Kohlway. On March 14, 1884, at a fire in Canal Street, he gallantly hurried to the assistance of an entire family named Klein. At the same time and place he mounted to the top floor, and brought in safety from the burning building the members of the Solomon family.

Upon reaching the sidewalk he placed the latter in the care of friends, and upon learning that one of his company was missing he bravely dashed into the building, shouting loudly to his comrade to make known his whereabouts. Reaching the top floor, he heard an answering shout from the floor beneath, and hastened in that direction. By this time the retreat of the brave fellow was well-nigh cut off, and overcome by his exertions and the combined effects of the heat and blinding smoke, he sank limp and lifeless upon the stairway. From this perilous position he was quickly rescued by Foreman Lally, who is the present chief of the Fifth Battalion.

Few firemen have a better record for heroic services than Captain Murphy, and his genial and urbane manner has made him a great favorite with all, in and out of the Department.

B. K. MURPHY was born in Ireland in 1835, and when a mere lad came to America and settled in New York. In October, 1853, he joined Hook and Ladder Company No. 4 of the Volunteer Department, and participated in all the large fires occurring at that time in the Sixth, Seventh, and Eighth districts.

During his service as a fireman he was upon several occasions seriously injured. At the fatal Jennings fire in Broadway, April 25, 1854, he was conspicuous for his bravery in rescuing a comrade who had been buried in the ruins.

At length he decided to resign his position as a fireman, and at once devoted his time to the study of politics. He became an ardent supporter of the Tammany Hall party, and was at one time appointed a clerk in the city inspector's office. In 1868 he was elected to the Common Council, and subsequently became clerk in the Board of Education. Other positions of trust were also creditably held by him, and at the age of twenty-one years he was nominated a school trustee. At the parade in honor of Horatio Seymour, when he was a candidate for the presidency, he was chosen marshal. He was also captain of the Eagle Musketeers for eight consecutive years, and proved to be a valuable addition to that company.

He is now a member of the Volunteer Firemen's Association, in which he takes an active interest.

WILLIAM H. FLEMING, foreman of Engine 5, in Fourteenth Street, near First Avenue, is in his thirty-sixth year. He was appointed a fireman on October 17, 1875, and assigned to Engine 25. In August, 1877, he was promoted to the rank of assistant foreman, and assigned to Engine 4. He was subsequently transferred to Engine 5, and remained with that company until March 17, 1880, when he was promoted to be foreman of Engine 12. While serving with the latter company, Foreman Fleming distinguished himself by rescuing four young children at a fire in the tenement-house 35 Madison Street, in February, 1881. The building was ablaze from cellar to roof, so that it was impossible to ascend the stairs; but Fleming gained access to the roof of the adjoining building, and, bridging the alleyway dividing the two houses, succeeded in getting the children out in safety. For his conduct on that occasion Fleming was placed on the roll of merit, but the opinion was generally expressed at the

time that he was entitled to the Bennett medal. In April, 1881, Fleming was transferred to Engine 5, and, with the exception of a few months, has since remained with that company. Engine 5 is what is known as a double company, being equipped with two sets of apparatus. The company numbers eighteen all told, and is rated as among the quickest in the Department.

CHARLES L. KELLY is now foreman of Engine 49. At 2:30 A.M., February 9, 1871, a fire occurred in the back room of the liquor store at the north-east corner of Division and Forsyth streets. The fire was discovered by a patrolman of the Tenth Precinct police. In an exceedingly short space of time the fire had so far progressed that the bar-keeper, who was asleep in the back room of the store at the time, and was aroused by the police forcing open the door, succeeded only in making his escape in his night-clothes, but his face was very severely burned by the flames, through which he was forced to make his exit.



John McLeod Murphy.

The upper part of the building was occupied by a German, wife and family; they were sleeping on the upper floors of the house when the fire broke out. Aroused from their slumbers, they rushed to the staircase, but found that means of exit cut off by the dense smoke which filled the hallway.

They then appeared at the front windows, terribly excited, and screaming for help. Fortunately, by this time the firemen had arrived at the scene of the fire, and Charles L. Kelly, then assistant foreman of Engine Company No. 9, hearing piercing shrieks from the occupants of one of the upper floors, without waiting for the ladders to be thrown up, gallantly climbed the shutters and awning of the adjoining building, forced an entrance through a window, and

finding three persons nearly suffocated, dragged them to a window and passed them down to the street.

HENRY SCHUCKS is at present assistant foreman of Engine 45. On December 7, 1873, a fire was started by the explosion of a kerosene-can and the flames were communicated to the building No. 423 West Thirty-second Street. When Engine Company No. 34 reached the fire, flames were bursting through almost every window of the building. A woman, crying bitterly, implored the crowd, for "God's sake," to save her only child. Not a person moved, for they saw it was a useless task, the building being now all ablaze.

Henry Schucks, assistant foreman at that time of Engine Company No. 34, entered the burning building, despite the protests of his friends, and rescued the child, whom he found partially suffocated, after considerable trouble, in which the brave fireman was slightly hurt.

PATRICK DONOHUE is now foreman of Engine 22. At the great fire on November 14, 1868, at the Stewart House, Nos. 478 and 480 Broadway, Patrick Donohue, then assistant foreman of Hook and Ladder Company No. 9, rendered valuable assistance to Assistant Foreman Minthorne D. Tompkins in rescuing a number of women.

JAMES H. MONROE is now foreman of Engine 6. Flames broke out at No. 88 Bayard Street on April 13, 1870, which, had it not been for the bravery of James H. Monroe, then foreman of Hook and Ladder Company No. 8, would have resulted in the death of five persons. It appears that when the firemen arrived at the scene, Foreman Monroe entered every apartment in the house and aroused the inmates. On the top floor he discovered two men and two women and a child, unconscious from suffocation. Calling assistance, he succeeded in rescuing the people by handing them to his comrades, who were on ladders.

WILLIAM F. HAYES is now foreman of Engine 16. William F. Hayes, when assistant foreman of Hook and Ladder Company No. 8, assisted his foreman, James H. Monroe, in saving the lives of five persons, at a fire which occurred at No. 88 Bayard Street, on April



13, 1870. On September 26, 1870, at a fire at 73 Montgomery Street, he assisted in rescuing four persons from the burning building.

FRANCIS CAREY is now assistant foreman of Engine No. 40. A fire from a defective flue occurred on March 27, 1873, in a three-story frame building, No. 117 Ninth Avenue, which extended to another building next door. Francis Carey, in company with Ambrose L. Austin, both firemen of Engine Company No. 3, were ordered by the chief to enter the buildings and arouse the inmates. This the two firemen did, and when they entered a room on the top floor of the building, where the fire broke out, a sickening sight met their gaze. Four men were lying stretched on the floor unconscious. The firemen quickly seized the men and hurried to the stairs, to find that the entire stairway was in a sheet of flame. The firemen bore their heavy burdens bravely to a window, and climbed down an awning in front of the building safely to the sidewalk. The four men recovered.

TERENCE P. BRENNAN is at present assistant foreman of Hook and Ladder Company No. 3. The fancy goods store of Mrs. Mary Thompson, on the first floor of the three-story brick building No. 126 Fourth Avenue, was discovered on fire on April 2, 1873. It was about three o'clock in the morning. The inmates, on attempting to escape from the premises by the usual means of exit, found that the fire had gained such rapid headway that the stairway leading to the street was filled with smoke, so that they were compelled to retreat. They then made for the windows, and called loudly for help. Hook and Ladder Company No. 3 were promptly on hand, and hoisted a ladder. Assistant Foreman Brennan quickly mounted the ladder, and succeeded in rescuing four persons, who, but for the gallant and prompt conduct of the assistant foreman, would have been suffocated or burned to death.

JAMES HEANEY is now assistant foreman of Hook and Ladder No. 7. Those who recollect the great fire that broke out in the Stewart House on November 14, 1868, will also probably remember that the firemen displayed such commendable alacrity that the guests,

who numbered over fifty at the time, were saved. There it was that James Heaney, then fireman of Hook and Ladder Company No. 9, distinguished himself by saving the lives of two persons in the face of great danger. At the fire which occurred on December 27, 1872, at Maillard's restaurant, on Broadway and Mercer Street, James Heaney, as assistant foreman of Hook and Ladder Company No. 9, was instrumental in saving the lives of six persons, all of whom had been in imminent danger of death by fire and suffocation.

MATTHEWS HICKS is now assistant foreman of Engine 25. At the fire which occurred on March 30, 1869, at No. 615 East Fourteenth Street, Matthews Hicks, then fireman of Engine Company No. 5, forced his way through the dense smoke which filled the building from the fire that broke out in the cellar, to a bedroom on the third floor in the rear of the building, and found two boys who, having attempted to make their escape from the burning building, had been forced back on account of the density of the smoke. They were taken by Fireman Hicks down one of the ladders safely to the street.

ANDREW LYNAR is now assistant foreman of Engine 17. At the fire that occurred on the morning of April 6, 1870, at No. 564 Grand Street, Andrew Lynar, then of Engine Company No. 15, being on duty at the fire, noticed a small child at one of the windows imploring for help. Without hesitating a moment, he forced his way into the burning building, ascended the stairs, and brought the child down in safety. The brave fellow was slightly injured in the rescue.

ROBERT WILLIAMS is now foreman of Engine 52. At midnight on April 22, 1879, a fire broke out in the apartments occupied by Col. Thomas H. Monstery, at No. 619 Sixth Avenue; an alarm was sent out at once, and upon the arrival of the firemen it was found the flames had cut off all means of egress by the stairway. Robert Williams, then foreman of Hook and Ladder Company No. 4, taking in the situation at once, had ladders erected against the burning building; ascending one of them, he hastily entered the apartments, where he found three members of Colonel Monstery's family in a partial state of suffocation. Lifting up the insensible bodies of the

men and women, he carried them to the window, where he was met by members of Hook and Ladder Company No. 4, who received them, and then conveyed them safely to the street. But for the fortunate arrival of the firemen, a terrible calamity would have taken place.

DANIEL BRADLEY is now foreman of Hook and Ladder No. 9. Upon the arrival of Hook and Ladder Company No. 1, of which Mr. Bradley was assistant foreman, at the fire which occurred on the fourth floor of the tenement-house No. 60 Mulberry Street, on December 8, 1876, the tenants rushed down the narrow stairway wild with terror. In the excitement, a child of ten years was abandoned by the parents in their flight from the house. In the face of smoke and flames, Daniel Bradley entered the building and brought out the child, who was senseless from inhaling the smoke, but revived soon after.

BERNARD J. RIELLY is now assistant foreman of Hook and Ladder No. 19. At the fire that occurred in the tenement-house No. 402 West Fortieth Street on September 20, 1879, Bernard J. Rielly, then fireman of Hook and Ladder Company No. 4, assisted in the rescue of a young man and woman, who were found in an unconscious state, from the third floor of the burning building, by passing them to members of Hook and Ladder Company No. 4, who received them and carried them in safety down the ladders to the street.

WILLIAM J. COLBY is now foreman of Hook and Ladder Company No. 4. The tenement-house No. 402 West Fortieth Street was discovered to be on fire September 20, 1879. Upon the arrival of the firemen it was decided to raise ladders at once against the building, as the dense smoke prevented all access to the stairway. When the ladders were raised, William J. Colby, then assistant foreman of Hook and Ladder Company No. 4, went up and got in on the third floor, and found a woman unconscious, lying about five feet from the window, on the floor of a hall bedroom. He carried her to the window and let her head hang out. Fireman Rielly came to his assistance, and they passed her out to Fireman Jackson, who was standing on the ladder, and who carried her to the sidewalk. After

passing out the woman, Assistant Foreman Colby went on hands and knees to the rear of the floor through bedrooms, and when about the middle of the floor he heard a slight moaning ahead of him. He kept on, and found a young man lying on his back in the doorway leading to the kitchen. He dragged him out by the shoulder to the front window, where Fireman Rielly and Private William T. Lear picked him up and passed him out of the window to Fireman John Brown, who carried the young man to the sidewalk. At the time of the rescue, both persons were unconscious.

MICHAEL McEVoy is now assistant foreman of Water Tower No. 2, in Thirteenth Street. In the excitement of the moment, at a fire at No. 126 Fourth Avenue, on April 3, 1873, two children were forgotten by their parents. This reached the ear of Fireman Michael McEvoy, then of Hook and Ladder Company No. 3, who entered the building, and found the two children almost suffocated from the smoke, which was so dense that, before the children were saved, he almost lost his own life by his courageous deed. Happily the brave fellow recovered. At a fire which occurred on April 13, 1875, at No. 138 Pitt Street, Fireman Michael McEvoy, then of Hook and Ladder Company No. 11, assisted in rescuing eight lives from a horrible fate. Despite the flames that were bursting upon him from the windows, he ascended a ladder, and nobly assisted his brother firemen in rescuing the inmates.

THOMAS O'HALORAN is now the assistant foreman of the fire-boat *Zophar Mills*. The fire which occurred at No. 149 West Broadway, on September 16, 1878, would have resulted in the death of many persons, had it not been for the brave conduct of the gallant firemen. The flames broke out on the top floor of a two-story building. On this floor Thomas O'Haloran, then fireman of Hook and Ladder Company No. 8, found a woman wrapped in flames, and unconscious. O'Haloran quickly threw off his coat, and putting it around the woman, carried her to the street, where the flames were put out, and the woman was saved. O'Haloran assisted in the rescue of several other inmates.

PATRICK J. LYNCH is now a fireman of Engine 28. On the morning of November 14, 1879, an alarm was sent out that the



four-story tenement-house, No. 80 Cannon Street, was afire. The fire originated in the back room of the second floor. The parties occupying this floor were absent on the night of the fire. The flames spread with remarkable rapidity throughout the second floor, also running up the stair-way to the fourth floor. The third floor was occupied by a mother, son, and daughter, who, being awakened from their sleep by the smoke and heat, became terrified. The mother took her son and held him out of the window, and dropped him into the arms of a spectator.

Patrick J. Lynch, then a private of Engine Company No. 11, seeing the woman ready to drop her daughter, hastened to a position where he would be able to catch the girl. The mother dropped her child, and Private Lynch caught her in his arms, the weight of the girl causing him to fall on the sidewalk. Private Lynch then got up and told the woman to remain where she was and he would save her. He entered the building and ran up to the third floor, opened the back room door, and saw the woman standing in the back room. He told the woman to come up to the roof and he would save her. She would not go. He took hold of her to carry her out, but she broke away from him, and then jumped from the window, and, striking the sidewalk on her back, fractured her spine. Private Lynch was severely burned about the face and hands in the attempted rescue. For his meritorious conduct he was promoted to be a fireman.

WILLIAM JACKSON is now a fireman of Engine 26. A fire was discovered, September 20, 1879, at the tenement-house, No. 402 West Fortieth Street. Upon the arrival of the firemen, ladders were raised at once against the burning building. William Jackson, then a fireman of Hook and Ladder Company No. 4, assisted in rescuing a young man, who was unconscious at the time, by receiving the insensible body from members of Hook and Ladder Company No. 4, and carrying the same down the ladder to the street in safety.

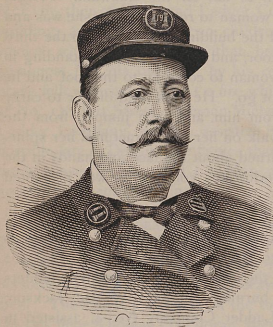
JOHN MCQUEEN was born in New York City in the year 1853, and learned the trade of a gold-beater with the well-known firm of William Vallears, of Broome Street. On the 5th of January, 1880,

Mr. McQueen was appointed a member of the Metropolitan Fire Department, and he has been a messenger at head-quarters for four years. Among his brother firemen he is deservedly popular, and he enjoys the warm regard of a wide circle of friends.

WILLIAM BRANDON was born in the city of New York, October 25, 1835, and at an early age became infatuated with the fire service, and before he attained his majority was a volunteer with Peterson Engine Company No. 15, familiarly called the "Old Maid." He subsequently became a member of Fulton Hose Company No. 15, and afterward served as foreman of that company.

Anxious to participate in all the branches of the fire service, he joined Mutual Hook and Ladder Company No. 1, located corner of

Chambers and Centre streets, and recognized as one of the oldest and most efficient companies in the fire service, performing duty in that part of the city lying south of Canal Street. On August 24, 1858, Mr. Brandon was severely injured by the breaking of a ladder at a fire in Vesey Street, and was incapacitated from doing duty for some months. Upon recovering from his injuries he resumed duty with his company, and in April, 1859, was elected by the Board of Representatives of the Fire Department a fire warden of the city of New



George Erb.

York. He continued to perform fire duty until the close of the Volunteer Fire Department in 1865, and at the organization of the present Department was appointed by the Board of Metropolitan Fire Commissioners a foreman, September 8, 1865.

In April, 1866, he was promoted to the position of district engineer (now known as chief of battalion) and assigned to the Third

District, which comprised the fire companies performing duty in what is called the "dry-goods district," and in the lower part of the city. In January, 1870, he was promoted to be chief of the First Fire Brigade, which comprised the First, Third, and Fifth battalions of the Fire Department, and continued to serve in that capacity until May, 1873. In June of that year he accompanied a committee of the National Board of Fire Underwriters to Boston, Mass., with a view to the reorganization of the Fire Department of that city, the experience of the two conflagrations having demanded a change, which was effected, and the system now in vogue is substantially the same as in this city.

In November, 1874, at the request of the Citizens' Committee of Chicago, Ill., he accompanied General Alexander Shaler (who for several years served as president of the New York Fire Department) to effect a reorganization of the Fire Department of that city, which, it will be remembered, was visited by the largest conflagration on this continent. After four months' delay the State Legislature abolished the fire commission, and vested the appointing power in the hands of the fire marshal, or chief of department, and the Fire Department of that city has one of the best fire organizations in this country. In 1876, at the request of the National Board of Fire Underwriters, Mr. Brandon examined and made a detailed report of the condition of fire departments, water supply, etc., of the cities of Portland and Bangor, Me., Boston and Springfield, Mass., Providence, R. I., Albany, Syracuse, Rochester, Buffalo, and Elmira, N. Y., Detroit, Mich., Milwaukee, Wis., Cincinnati and Cleveland, O., St. Louis, Mo., Indianapolis, Ind., Nashville and Memphis, Tenn., Louisville, Ky., Baltimore, Md., Philadelphia, Pa., and other cities. The reports were minute in detail, giving the condition of the fire apparatus, hose, fire-alarm telegraph, discipline of the departments, sources of water supply, etc. These reports were subsequently circulated to insurance companies doing a general agency business.

In January, 1878, he was called to Pittsburgh, Pa., as an expert on matters appertaining to the fire service, and in recognition thereof was presented by the Fire Department of that city with an elegant silver service.

In September, 1882, Mr. Brandon represented the National Board of Fire Underwriters at the National Convention of Fire

Chief Engineers, held at Cincinnati, O. During this convention, Chief Eyre M. Shaw, of the London Fire Brigade, took part in its deliberations. Ex-Chief Brandon still takes an active interest in fire matters, is a member of the Volunteer and Veteran Firemen's associations of this city, and is in the service of the Home Insurance Company, of New York, as surveyor of that company.

WILLIAM E. BISHOP is an architect by profession, and joined 44 Hose in February, 1849. He was one of fifteen who organized this



Captain John Binns.

company, and for years was assistant foreman and secretary. He was a short time a member of 30 Hose, from which he went to 24 Engine and was elected its secretary, which position he held until he had finished duty as an active fireman. He then joined the Exempt Engine Company, where he remained until the disbandment. Mr. Bishop did efficient work as a fireman, and in the different companies with which he was connected he worked assiduously in their behalf.

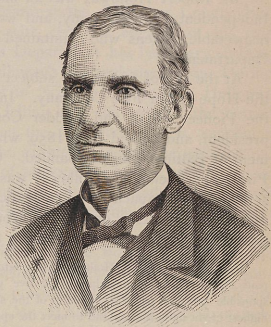
Every movement in the interest of the Old Department had his hearty coöperation, and when the old vamps participated in Evacuation Day festivities in 1883, he joined his old comrades in the grandest pageant ever presented in New York. From this parade sprang the Volunteer Firemen's Association, and Mr. Bishop became one of its incorporators. He is now secretary of the organization, to which he devotes considerable of his time and talents. The continued success which has attended the association ever since its inception is owing to a great extent to his strict integrity and indefatigable labor. He is a typical New Yorker, and has always identified himself with any movement that has been brought forward for the good and welfare of his fellow-citizens. A liberal-minded, whole-souled gentleman, he has hosts of warm friends throughout



business and social circles generally, and well merits the great popularity which has attended his career as a public-spirited citizen of the metropolis.

CAPTAIN WILLIAM W. BROWN was a member of 30 Hose in the Old Department, and at the breaking out of the war he enlisted in the Tenth New York Volunteers, in which company he served until honorably discharged. On June 14, 1866, Captain Brown was appointed in the present Department, and performed duty with Engine Companies 32, 24, 18, 30, 1, and 2, and with Hook and Ladder Company No. 5. While serving in this latter company Captain Brown rescued, at great personal risk, two children from a burning building in Eleventh Street, near Bleecker. The late Battalion Chief Orr, in his official report to the commissioners, made honorable mention of this brave act, and the name of Captain Brown in consequence adorns the pages of the roll of merit. In December, 1873, he was promoted assistant foreman, and in April, 1881, he was made foreman.

Personally Captain Brown is refined in manner, and few have attained a higher degree of popularity or esteem than he for his strict integrity and congenial character.



Capt. John Wildey.

TIMOTHY DONOVAN joined 16 Hose in the Old Department in 1850, and was recognized during his fifteen years of service as one of the pluckiest and most efficient members of the force. He held every office in his company, and was universally liked and respected by everybody with whom he had any dealings.

Mr. Donovan is a real estate broker. He early evinced an aptitude for the business, and has displayed an industry and integrity of the highest character, while his executive ability is

excelled by few. He has had a long practical acquaintance with real estate in New York City and elsewhere, and as an active member of the Real Estate Exchange has long merited the esteem in which he is held by his fellow-members. He is popular all over, and deservedly bears the highest of reputations as an honorable business man and an upright private citizen.

CHARLES T. HOLLOWAY, ex-chief engineer and present fire inspector of the Baltimore City Fire Department, was born in that city, December 25, 1827. His father, Robert Holloway, was the well-known clock and watch manufacturer. About seventy years ago old Mr. Holloway manufactured a clock which is to-day situated in the tower of engine-house No. 6.

Mr. Robert Holloway was for many years chief engineer of the Independent Fire Company, and was one of the large number of respectable citizens who maintained the efficiency of the Volunteer Department.

At the age of fifteen the subject of this sketch was president of the Hope Junior Fire Company. In 1851 Mr. Holloway organized the Pioneer Hook and Ladder Company No. 1, was elected its president, and served until 1859, when the Volunteer Fire Department of Baltimore was disbanded. On the organization of the paid Fire Department, Mr. Holloway was appointed chief engineer, and served in that capacity for five years. At the close of his term of office, both branches of the City Council of Baltimore unanimously passed the following complimentary resolutions :

WHEREAS, Charles T. Holloway, Esq., late chief engineer of the Baltimore City paid Fire Department, did, during the five years of his administration of that responsible position, perform the duties of the same in such a manner as to reflect the highest credit upon himself and to meet the approval of the entire community, and, by his eminent ability, bringing discipline and subordination out of chaos ; and whereas it is not only right, but highly proper, that some expression of the City Council is due to his faithful services ; therefore,

*Resolved by both branches of the City Council of Baltimore,* That the thanks of the citizens of Baltimore, through the municipal legislature, are due and are hereby tendered to Charles T. Holloway, Esq., late chief engineer of the Baltimore City paid Fire Department, for the eminent ability displayed by him during the five years' administration of his highly responsible post.

*Resolved,* That a copy of this resolution, properly attested by the clerks of the respective branches of the City Council, be prepared and forwarded to Mr. Holloway.

COUNCIL CHAMBER, BALTIMORE, May 23, 1864.

We hereby certify that the above is a true copy of a preamble and resolutions which were unanimously adopted by the first and second branches of the City Council of Baltimore.

ANDREW J. BANDEL,  
*Clerk First Branch.*

WILLIAM S. CROWLY,  
*Clerk Second Branch.*

In 1868 Mr. Holloway was appointed fire inspector for Baltimore City, and has filled that position with credit and distinction up to the present time.

On the 3d of July, 1872, he organized and put in service the Fire Inspectors' Salvage Corps or Fire Patrol, and has had charge of it since its inception. The corps is supported by the underwriters of the city of Baltimore, and has proved a great success.

In 1881 Mr. Holloway organized the Baltimore County Fire Department, and equipped it with chemical engines of his own manufacture and design. This Department has been very successful, principally through Mr. Holloway's personal supervision. During a fire in South Charles Street in November, 1870, Mr. Holloway narrowly escaped death by the falling in of the walls of the burned building. He was standing on the first floor with a companion named Hayes, when, without the slightest warning, the walls fell and buried the two with hogsheads of tobacco, machinery, packing boxes, and tobacco scraps. Hayes was instantly killed, and after five hours' hard work Mr. Holloway was dug out of the ruins, almost dead from exhaustion.

Mr. Holloway is vice-president of the Board of Relief of the Baltimore United Fire Department, president of the Veteran Volunteer Firemen's Association, and president of the Veteran Volunteer Firemen's Relief Association. Mr. Holloway designed, manufactured, and presented the keys of the city of Baltimore to the members of the Veteran Firemen's Association on their visit to that city in March, 1885.

JOHN BURKE is about forty-six years of age, and joined 28 Hose of the Old Department in 1859. He subsequently joined 13 Engine and remained in the Department until its disbandment. During his connection with the old fire system Mr. Burke deservedly gained the

reputation of being a brave and industrious fireman. He is the very embodiment of good-nature, and wherever he happens to be his ready wit and excellent vocal accomplishments are greatly appreciated. He has always taken a warm interest in all measures best calculated to promote the prosperity of the old firemen, and is deservedly popular as an honorable and thoroughly reliable business man, whose ambition is to make his customers' interests his own, and thus retain their permanent patronage.

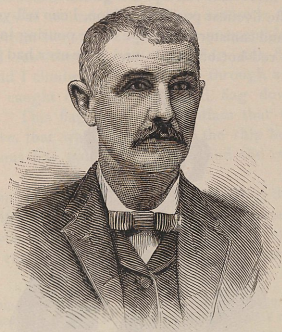
E. W. JACOBS was born December 29, 1822, and joined 6 Engine of the Old Department in May, 1850. Mr. Jacobs was elected assistant engineer in 1856, and reelected in 1859, serving in all six years. His is the only instance where a member of the Department became an assistant engineer without passing through the grade of foreman. He has been a trustee of the Exempt Firemen's Benevolent Fund since 1878. Mr. Jacobs is very popular with all classes, and is a gentleman with a really interesting history, which dates back to a period when personal reminiscences possess a real historic value.

CLAYTON—MURRAY.—A communication relative to the gallant conduct of Firemen Luke Clayton, of Engine 18, and Simon Murray, at the fire at 336 W. Nineteenth Street, on the 3d of September, 1885, was recently received by the fire commissioners. It says that Fireman Simon Murray, of Hook and Ladder 12, at considerable personal risk, rescued Mrs. Carlyle and an unknown woman from the fourth floor by assisting them from the window to the ladder, which was four feet from the front of the building, while Fireman Clayton, at great personal risk, rescued William Reinmuth from the fifth story. Reinmuth was hanging on the window-sill of the east window of the building. Preparations were being made on the sidewalk to catch him in a canvas, when Clayton went to the fifth floor of an adjoining building, directed a citizen to hold him by the legs, and, with his body outside of the building, he reached across the pier and grasped the man by the hands and drew him through the window into safety. "Considering the cool manner in which Clayton performed this dangerous duty, he trusting his life in the hands of a stranger, who held him, in my opinion proves him a man worthy



of the honor of having his name placed upon the roll of merit, which I respectfully recommend," is what Chief Gicquel says in conclusion. The names of Clayton and Murray were ordered to be placed on the roll of merit. The brave act of Clayton has also been recognized by the members of Noah L. Farnham Post presenting him with a valuable gold medal, suitably engraved.

JOHN BRACKEN is the man who swam ashore with the *Cumberland's* battle-flag when she was sunk by the *Merrimac* in the



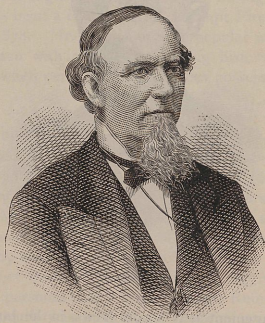
John Bracken.

memorable engagement at Newport News, in the James River. Mr. Bracken was born in 1835, and joined 39 Hose in December, 1858. When twenty-three years of age he was elected assistant foreman of that company. In a recent conversation with this brave laddie, he said:

"I left the Old Volunteer Fire Department when I was only twenty-one, to join Colonel Ellsworth's Fire Zouaves. I was assistant foreman in 39 Hose, and the youngest fireman in the Department, and I had a rattling send-off from the boys when I

enlisted on April 18, 1861. John McManus became my comrade in ranks. He and I got relieved from guard mount on Saturday, the morning of March 8, 1862, the day of the plucky fight, and went on board the *Cumberland*. We hadn't been there long when the *Merrimac* hove in sight, and the *Cumberland's* deck was cleared for action. McManus and I had the chance to go below, but we said we would stay there and fight, and he and I were put on duty at gun 1. The Stars and Stripes flew at the main royal mast, and at the mizzen floated the fiery red battle-flag.

"Well, the *Merrimac* ran up alongside, and we opened fire on each other in the liveliest possible fashion, I can tell you. For about an hour, shell and canister and grape came pouring in from all sides. We gave her a red-hot broadside, and if we ever had had the chance



William Stockwell, Tennessee.

to repeat that dose, it would probably have settled the *Merrimac*; but we didn't get the chance. She ran her prow right into us under our bow, and the men began to drown in the magazine while they were getting ready for another sockdolager. My comrade and I hung on to our gun while the vessel was sinking, and it fired the last shot sent from her. The man who pulled the lanyard had had

his right arm blown off by a shot just a few moments before, but he stuck to his post and yanked the string for that parting shot with his left hand.

"I caught sight of a boat as the water began to fill us up uncomfortably, and jumped into it and rowed ashore with Lieutenants Morris and Selfridge, and Surgeon Martin. The rebels gave us no sort of a show. They poured grape and canister into the rigging where our men clung, and sent a shell after us in the boat. It went whizzing past, and struck the head-quarters of General Mansfield on the shore, killing a number of cavalrymen. My comrade, McManus, was wounded, but he got ashore in the boat. The boat swamped when she started back with a second load of men. I was in her. I saw the red rag of a flag still floating at the mizzen mast, and I climbed up the rigging through as hot a shower as I ever got caught in. I got the old flag down and swam ashore with it. This flag and an old cutlass that was picked up are all, I believe, that was rescued from the ship before she went under. McManus has got both the flag and the cutlass. I gave them to him."

Bracken displayed with pride a letter bearing the signature of Thomas O. Selfridge, now in command of the torpedo station at Newport. It was a warm tribute to the bravery of Bracken and McManus. It contained this passage, verifying part of Bracken's story.

"When the ship was cleared for action, and you had no opportunity of getting ashore, instead of going below, as you might have done, to a place of greater security, you both gallantly volunteered to fight, and I stationed you at one of the guns in my division. The part you both took in the fight is part of the history of the *Cumberland's* fight—a ship that went down, but whose colors never came down."

When mustered out of the Zouaves, Bracken reenlisted in the Sixth New York Volunteers, and later still served on the gun-boat *Commodore Barney*. He is now out of employment. His efforts to get employment from the Government in his need have failed. "Politics," he said bitterly, "control all such things, and it seems that it takes money to get any work under the city government, no matter how unimportant the place is."

Bracken has honorable discharges from both the Fire and Police Departments.

JOHN DUNLAVEY is another old-timer, and joined Hook and Ladder No. 4 in 1863. For a number of years he represented that company in the board of trustees, and remained in that capacity until the disbandment of the volunteer force. Mr. Dunlavey is a thorough gentleman in manner, and is an especial favorite with old vamps, with whom he ran to fires more than twenty years ago.

MICHAEL F. LOFTUS will be readily remembered by old fire laddies who ran with the machine twenty-five years ago. In October, 1858, he joined Engine 20, and performed active and meritorious service for a period of five years, when, in 1863, he resigned. During the latter year he took a prominent part in the organization of Hook and Ladder No. 4, and was unanimously elected foreman,



Hon. Thomas Cleary.

serving as such until the disbandment of the Volunteer Department. The company he commanded was one of the last to be mustered out of service.

Mr. Loftus is still remembered by old vamps, and is as enthusiastic as ever regarding old-time fire matters.

He is an agreeable gentleman, a representative New-Yorker, and has a host of friends who regard him as a man of many traits worthy of being emulated.



JOSEPH L. D. LYON was born in New York on the 14th of December, 1819, in Mercer Street, near Grand Street. He joined Eagle Fire Engine Company No. 13, located at 5 Duane Street, on the 10th of June, 1839. Here he served his time, and was elected assistant foreman. He continued doing duty until May, 1852, when he moved to Elizabeth, N. J., and joined Lafayette Hook and Ladder Company No. 1. While assistant foreman he received the nomination of assistant engineer, and was elected May 1, 1858, and reelected the following year. In 1860 he was renominated, but many of his friends in the Department insisted on his accepting the nomination for chief engineer on an independent ticket, and he was elected, and reelected the following year. He declined another nomination, and went back to his company to serve another year,—making his services in the two Departments twenty-five years.

After his election to the office of chief engineer, he organized the Department on the old New York system, forming the different boards and organizing an Exempt Firemen's Association. He has been elected president of all of them, and is now treasurer of the Exempt Firemen's Life Insurance Association. He is termed the "dad" of the Department.

He has been a member of the Association of Exempt Firemen of New York since the 2d of July, 1848, and is also a member of the Volunteer Firemen's Association. He has six frontispieces with his different badges in a handsome frame; also his cap, made by Henry Wilson in 1839, and an engineer's cap, by Henry T. Gratacap in 1858, and the trumpet used by him as an officer in the Departments.

CAPTAIN ALEXANDER McDONALD was born in this city October 5, 1837, and is, therefore, in his forty-eighth year. He joined the Volunteer Fire Department July 5, 1859, becoming a member of Hose 15, with which organization he served five years and eight months. He entered the paid Department July 31, 1865, and was assigned to Engine 1. In 1867 he was transferred to Hook and Ladder 1. January 5, 1875, he was promoted to be assistant foreman, and was placed on duty with Hook and Ladder 8. March 19, 1880, he was again transferred to Hook and Ladder 19, and on August 7, 1884, was promoted to be foreman of the same company.

Captain McDonald's record is an especially good one. On July 14, 1879, at a fire on Grand Street, he ascended to the top of a thirty-five-foot ladder and, at the imminent peril of his life, rescued three persons. For this courageous action his name was placed on the roll of merit.

JAMES BARRY, foreman of Engine 45, is in his thirty-fifth year. He was appointed a hoseman in Chemical Engine 3 on January 20,



James B. Mingay.

1874, in which company he continued until July 1, 1875, when he resigned. He was appointed a fireman on February 12, 1876, and assigned to the fire-boat *Havemeyer*. He subsequently served with Engines 10, 24, and 45, and on May 20, 1884, he was promoted to the rank of assistant foreman and assigned to Engine 50. On August 22, 1884, he was promoted to be a foreman and assigned to Engine 45, with which company he has since continued. Since his first appointment as a fireman, Foreman Barry has never had any charge preferred against him by his superior officers.

## COLORED VOLUNTEERS.

One of the most interesting features of the Old Volunteer Department was the presence in nearly every engine-house of some deserving colored man, to whom was intrusted the entire care of the company's property. Of the number no one was ever known to betray a trust, while each displayed a commendable zeal and devotion toward rendering his particular engine the cleanest and brightest in the Department.

WILLIAM J. LIGGINS was one of these, and was very popular with the members of Clinton Hose No. 17. From the organization of the company until its disbandment, "Bill" was always at his post, ready and willing to accommodate any and all who might need him. He was noted, too, for the pardonable pride he exhibited in caring for the apparatus, and in looking after the cleanliness of the interior of that company's quarters.

JOHNNY WILSON was another favorite with the firemen in the old days, and was connected with Engine No. 21. He is still spoken of with great favor by former members, and deservedly so.

JOSEPH TITUS was for years attached to Hose 33. "Joe" was a celebrity in his way, and was constantly cracking jokes at the expense of one or the other of the members. The remarkable care he bestowed both upon the interior of the house and the apparatus was duly appreciated, in many ways, by the members of the hose company.

JOHN ARNOTT will not readily be forgotten by those who have attended fires with Engine 41, to which company "Johnny" was attached. Always polite and accommodating in manner, he became quite a favorite with members of the company. As a fireman he was very efficient, and was universally known throughout New York City. No more faithful man existed in the capacity in which he was then employed than "Johnny." Upon the occasion of any parade he would labor assiduously, day and night, to have his engine surpass all others in brilliancy and general appearance.

WILLIAM DUFFY was a landmark with "Fashion" Engine No. 25. In matters pertaining to his calling he was generally permitted to have his own way,—a privilege he was never known to abuse. He appeared to have at heart the interests of the fire laddies, who one and all appreciated his earnest efforts in their behalf.

THE VOLUNTEER FIREMEN'S ASSOCIATION of New York City, which was incorporated in February, 1884, has had a most phenomenal success as an organization.

There are now upon its roll the names of 2122 members. Of that number 1500 are attached to the Mutual Aid Fund. The following statement made by the financial secretary of the former association sets forth the amounts received and disbursed during the year ending July 31, 1885.

At the beginning of the year \$931.57 was placed to its credit, while from the proceeds of a ball, and the amounts paid into the treasury for dues and fees, the sum of \$6250.13 was received. This would place the total receipts at \$7181.70.

The disbursements, which included rents, salaries, and incidental expenses, amounted to \$2094.65, leaving a balance on hand of \$5087.05.

In the Mutual Aid Fund a balance on hand of \$1755.53 was declared at the beginning of the year, which was increased by receipts for assessments and initiation fees to \$5537.28. Out of this was paid the sum of \$200.00 each to the heirs of thirteen deceased members, and with other necessary expenses deducted, left a balance on hand of \$2744.38. The total available fund for both organizations amounts in the aggregate to \$7831.43.





REMINISCENCES OF  
BROOKLYN FIRE LADDIES,  
WITH HISTORY OF THE PRESENT DEPARTMENT.



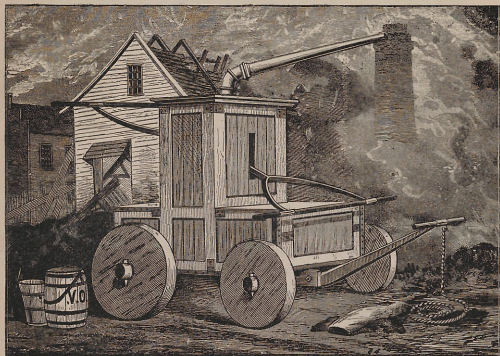


## XVI.

**T**HE earliest and most authentic records that I have been able to obtain concerning the origin and foundation of the Brooklyn Fire Department, place those events as early as 1772. On April the 7th of that year a meeting was held to choose six firemen, in accordance with an act passed by the Legislature, "for the more effectual extinguishment of fires near the ferry in the township of Breucklin, in Kings County, passed the 31st day of December, 1768." The gentlemen chosen on this occasion were Joseph Sharpe, John Crawley, Matthew Gleaves, Joseph Pryor, John Middagh, and William Boerum.

In 1785, just after the close of the Revolution, there was a meeting of the villagers of Breucklin at the house of the widow Margaret Moser, on what is now known as Fulton Street, at which an effective beginning was made for continuing the organization of a Fire Department. A Fire Company was formed, consisting of seven freeholders, who were elected for one year, viz.: Henry Stanton, captain; Abraham Stoothoff, John Doughty, Jr., Thomas Havens, J. Van Cott, and Nathan Woodward. This meeting seems to have had official standing, for at it the Board of Freeholders voted to raise £150 to purchase a fire-engine. That engine, if it were now in existence, would, no doubt, be a great curiosity, especially to the firemen of the

present day. It was manufactured in New York City (up to this time fire-engines were imported from England) by Jacob Roome, and was one of the first, if not the very first, made in the United States. The very admirable pictorial representation which I have procured will enable the reader to judge of the advance in mechanical science exhibited by this contrast better than any verbal description I might



Primitive Fire-engine—The first manufactured in the United States.

give. A few features of the original engine, however, may here be noted. The engine stood about three feet in height, was eight feet in length, three feet in width, and two and a half feet in depth. It was what was termed a long-stroke engine, and worked easily, throwing a stream sixty feet through a pipe,  $\frac{3}{4}$ -inch nozzle, six feet in length. Neither hose nor suction was used, the supply of water being furnished by buckets, which were carried by hand and poured into the box, which held 180 gallons. The arms were placed fore and aft. Eight men were sufficient to man this machine, which was like the venerable simile of the singed cat—a good deal better than it looked. With this primitive engine and the names given, commenced, or was resumed, the formation of the Brooklyn Fire Depart-



ment, under the name of Washington Company No. 1, and it is the identical No. 1 which retained its vitality till the formation of the paid Fire Department. The original house of 1 Engine was in Front Street, near Fulton, and it was considered a great honor to be a member of old 1 Engine. To become a member of No. 1 it was necessary to be proposed; then the proposition was duly considered before it was bestowed on the applicant. The firemen were chosen annually in town meeting, and the choice was considered something to be proud of.

On April 4, 1786, the following gentlemen were elected to constitute the company for the following year: Henry Stanton, captain; John Doughty, Jr., Abraham Stoothoff, Anthony Remsen, John Garrison, John Van Nostrand, and James Leverich. In the following year the number was increased from seven to nine, as follows: Henry Stanton, captain; John Doughty, Jr., Joseph Carwood, George Stanton, Thomas Havens, James Leverich, John Van Nostrand, Thomas Bowrans, and John Garrison. At this meeting it was resolved that each fireman pay a fine of four shillings (\$1.00), to be applied to defraying expense of repairing engine, furnishing light, etc. Up to this time the Department was under the exclusive control of the freeholders, who adopted such rules and regulations for its government as they deemed necessary and expedient. No privileges whatever were enjoyed by the firemen, nor exemption from any duty to which their fellow-citizens were liable. A special meeting of the freeholders was accordingly held for the purpose of making application to the Legislature to pass an act to permanently organize the Department and extend to the firemen the privileges already enjoyed by those of New York. In accordance with this recommendation, the Legislature passed "an act for the better extinguishing of fires in the town of Brooklyn, in Kings County, March 15, 1788."

At a town meeting in 1788 the number of firemen was increased to eleven, as follows: Stephen Baldwin, captain; Benjamin Baldwin, Silas Betts, Thomas Havens, Joseph Stephens, Gilbert Van Mater, John Doughty, Jr., and John Van Cott. These members continued with little or no change for three successive years.

On April 1, 1789, John Van Nostrand and Jacob Sharpe, Jr., were appointed the first two inspectors of chimneys.

In 1794 it was resolved in town meeting to purchase a new engine, and £190 was voted for that purpose. This sum procured an improved engine, made in New York by Hardenbroock. The same year the offices of clerk and treasurer of the Fire Department were instituted, and John Hicks was unanimously chosen to perform the duties of both. In this year Burdett Stryker was elected one of the firemen.

In 1795 the number of firemen was increased to thirty. By law each dwelling-house in Brooklyn was required to be provided with

two fire-buckets, at the expense of the householders, and kept ready for use, at the expense of the householders, under a penalty.

Soon after this the villagers resolved to procure a fire-bell, but the undertaking did not meet with immediate success. At one of the meetings for this purpose, however, the advocates of the bell had educated the village sentiment up to the requisite degree of enterprise and liberality, and it was resolved that a subscription be raised



Henry A. Moore.

to purchase a fire-bell; and in the course of three months the sum of £49 4s. had been raised, and a bell was procured by the clerk and placed in possession of the trustees. The bell was brought over to Brooklyn, and after some delay it was raised on top of a stone house owned by Jacob Remsen and situated at the corner of what is now Fulton and Front streets. After the bell had been placed in position, Mr. Remsen agreed to ring it whenever occasion required. For this liberality on the part of Mr. Remsen, he was elected a member of the Fire Department without being required to do any other service. When the old stone house was torn down in 1818, the bell was removed to Middagh, near Henry Street, and afterward to the building called the Eastern Market, in Sands Street, between

Bridge and Gold. In 1847 this building was converted into a church, under the pastorate of the Rev. Evan M. Johnson, and the bell that formerly signaled the firemen to duty afterward summoned the faithful to prayer.

All this while, by virtue of the statute passed by the Legislature in 1788, a Brooklyn fireman received no pay. Yet not only was his position considered a most honorable one, but he was exempted from serving on the "highways," mending and repairing the roads, and from jury and inquest duties, and also from militia duty, except in case of invasion or other imminent danger.

In 1793 there were about seventy-five buildings within the fire district of Brooklyn. The majority of them were so near the Old Ferry that water was obtained entirely from this source. The Long Island "Intelligencer," which was the only paper published in Brooklyn at the time, says the greatest fire which ever visited that city up to that time occurred on November 16, 1806. It was an act of incendiarism, and committed by William Cornwell and Martin Hill, neither of the two being over fifteen years of age. The candle which started the blaze went out three times before the incendiaries accomplished their diabolical purpose, and was as often renewed. During the fire they robbed an adjoining store of a considerable sum of money, and intended, when the wind answered their purpose, to set fire to a large barn, the property of Mr. Abel Titus. The amount of loss incurred by this fire is not stated, but it must have been considerable, as three horses, three stables, two barns, an outhouse, and a rope-walk were consumed. This extensive fire (for it was such in those days) caused a good deal of excitement and dissatisfaction with the existing condition of the fire apparatus. Although the Department had been in existence for thirty years, there was very much for the laddies yet to learn.

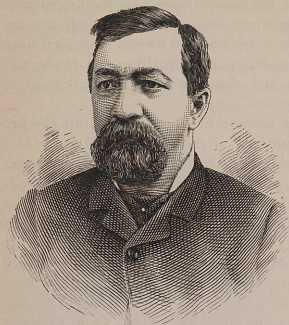
About 1797 or '98 a second engine was purchased, which was designated as Neptune No. 2. In 1810 Franklin Engine Company No. 3 was organized, and the inhabitants of the first district purchased an engine.

There was no material change in the Department from the act of 1810, except in the increase of numbers and addition of new apparatus. In the year 1816 a numerously signed petition was presented to the Legislature for an act of incorporation of Brooklyn

as a village. On April 12 of the same year the act was passed, and the 17th section authorized the trustees "to nominate, elect, and appoint such numbers of fire wardens and firemen as they might from time to time deem necessary, and exempt those elected from serving

as overseers of highways, or as constables or jurors, or to serve in the militia, except in case of insurrection or invasion."

Additional power was conferred on the trustees by this act, as under the previous act the number of firemen to be appointed was limited. It was quite necessary that the number should be increased, as a large number of new buildings, chiefly of wood, were being continually erected; and, therefore, new engines and a larger number of men to operate



Judge Andrew Walsh.

them were required. At the time I speak of (1816) the population had reached five thousand, with a certain prospect of a continued increase of at least equal ratio with the twenty years preceding.

On June 2, 1817, being the day appointed by public notice to elect firemen, the following persons were elected:

ENGINE NO. 1: Abraham Remsen, Samuel Watts, William Foster, Jonathan Morrell, Daniel Spinning, John Murphy, William C. Smith, Boradus Dezendorf, John Rogers, John M. Robbins, William Jenkins, Jerome Schenck, David Anderson, Charles Hewlett, Ezekiel Raynor, Simeon Richardson, Samuel Shotwell, Gold Silliman, Jacob Brown, John Albert, James Flecker, Abraham Boerum.

ENGINE NO. 2: Joseph Moser, Jeremiah Wells, Stephen R. Boerum, John D. Conklin, Elias Combs, Edmund Bumford, Septh Rogers, Stephen S. Voris, Winant P. Bennett, Samuel S. Carman, Parskall Wells, Nicholas Covert, Cornelius White, Daniel Hodges, Henry Wiggins.

ENGINE NO. 3: Elijah Raynor, Jacob Garrison, William Morris, William Thomas, Isaac Nostrand, James Titus, John Birdsall, George Storms, Cornelius Van Hone, Robert Millard, Morris Simonson, Michael Trapple, John Patchen, John Simonson,



John R. Latham, Andrew Demarest, Sylvanus White, Joseph Place, John Titus, George Haviland, Richard Stanton, George Fiske, Samuel Carman, Aaron S. Robins, Ancel Titus, John Trapple, Thomas Burrough, James Boyd, Edmund Cape, Joshua Rogers.

FIRE WARDENS: John Harmen, Isaac Moser, John Moon, Noah Waterbury.

At this time William Furman was elected president of the Fire Department. It was in 1817 that the first Hook and Ladder Company was formed, the following being the names of the members: Samuel S. Birdsall, foreman; Cornelius Van Clief, Egbert K. Van Buren, William R. Dean, Stephen Schenck, Isaac Denyse, William Phillips, Robert B. Dykeman, John S. Doughty, Robert W. Doughty, Elias Doughty, Erastus Worthington, Walter Nichols, Samuel Watts, Elias M. Stillwell.

All of these "forefathers of the hamlet" have long been gathered to their fathers. The John Murphy whose name appears on the roll of No. 1 was the father of the late Hon. Henry C. Murphy, at one time United States Minister to the Hague, State Senator, and Brooklyn Bridge President.

The Fire Department in 1824 consisted of four engine companies and one hook and ladder company. Joshua Sutton was foreman of Washington No. 1; Gamaliel King was foreman of Neptune No. 2; Jeremiah Wells was foreman of Franklin No. 3; and George Fricke was foreman of Eagle No. 4. The foreman of the Hook and Ladder Company was John Smith.

As the Department grew in strength and responsibility the members necessarily concluded that there should be a responsible head, to whom the members could look for counsel, and who would protect their rights and act as their counsel before the Board of Trustees. It was in the spring of 1816 that an informal



Anthony F. Campbell.

meeting of the firemen was held, and which was attended by a large number of citizens, that the question of having the trustees appoint some suitable person chief engineer was earnestly discussed. The meeting declared unanimously in favor of the measure, and when the matter was laid before the Board of Trustees at its next meeting, it was received favorably; but as the trustees desired that the firemen recommend some suitable person, the question was laid over to the next meeting. In the meanwhile, the firemen had chosen John Doughty, and the trustees immediately confirmed him, and he became the first chief engineer of the Brooklyn Fire Department. The chief engineers of the Department from 1816, when the first engineer was appointed, down to the present time, are as follows:

JOHN DOUGHTY — Elected in 1816; resigned in 1817.

WILLIAM FURMAN — Elected October 13, 1817; resigned 1821.

JOHN DOUGHTY — Elected (second term) in 1821, and served fourteen years and five months.

JEREMIAH WELLS — Elected May 14, 1827; resigned January 1, 1836.

J. F. L. DUFLON — Elected January 1, 1836; served till January 1, 1839.

BURDETT STRYKER — Elected January 1, 1839; served till February 1, 1849.

PETER B. ANDERSON — Elected February 1, 1849; served till February 1, 1853.

ISRAEL DE VELSOR — Elected February 1, 1853; served till February 1, 1861.

WILLIAM H. FUREY — Elected February 1, 1861; served till February 1, 1863.

JOHN CUNNINGHAM — Elected February 1, 1863; served till the disbandment of the Department in 1869.

The next chief engineer was Thomas F. Nevins of the paid Fire Department, and that gentleman has intelligently and assiduously performed the duties of the office ever since.

The Board of Trustees of the Village of Brooklyn elected the chief engineers up to 1827, when the law was changed. When Mr. Wells ran, the foremen, under the instructions of their respective companies, voted. At the first election under this new law the greatest excitement prevailed. Situated on Front Street, between James and Dock streets, there was a hotel known as the "Exchange," and kept by C. Chester, a Tammany Hall politician, and a leader of no small ability. In this hotel there was a ball-room, not much larger than an ordinary bedroom in the houses of the present day, and all the firemen met there to select their chief. At that time there were two parties, known as the "up-street" boys and the "down-streeters,"

and the former ran Jeremiah Wells and the latter ran George Freicke. The greatest excitement prevailed, and after a number of ineffectual ballots an adjournment was had. At a subsequent meeting, however, Mr. Wells was elected chief and Mr. Freicke assistant.

A few years afterward the law was changed so as to allow the firemen to vote individually. Burdett Stryker was the first chief elected by the direct votes of the firemen.

From some valuable and exceedingly interesting data obtained some time ago from my venerable and respectable friend, Mr. Henry McCloskey, formerly City Clerk of Brooklyn, and well and favorably known throughout that city, I am enabled to furnish a very complete history of the Old Fire Department of Brooklyn from 1827 up to the disbandment of the organization.

Mr. Wells was the first engineer who presented the trustees with an annual report on the condition, etc., of the Department; such are now annually presented to the Common Council. The following is a verbatim copy of the first annual report :

TO THE HON. THE PRESIDENT AND TRUSTEES OF THE VILLAGE OF BROOKLYN:

*Gents:* In accordance with the last clause of the twenty-seventh article of the ordinance for preventing and extinguishing fires in the Village of Brooklyn, passed February 4, 1828, the chief engineer begs leave to make the following report of the state of the Fire Department funds:

FIRE DEPT.—EXPENDED.		FIRE DEPT.—COLLECTED.	
Cash paid Collectors . . . . .	\$50 25	Col. for Chimney and Members'	
Paid to a Fireman's Widow . . . .	15 00	Fines . . . . .	\$454 60
Printing . . . . .	5 01	For Certificates . . . . .	167 00
For fees . . . . .	14 00	For one year's interest on \$275 .	19 25
Case for standard . . . . .	21 34		
	<u>\$105 60</u>		<u>\$630 85</u>
Expenses . . . . .			105 60
Amount in the fund . . . . .			526 45
Loaned on B. & M . . . . .			<u>475 60</u>
Bal. in Treas. hands . . . . .			\$50 85

The Chief Engineer would state that in consequence of some delay of the report to the Department, he was not able to report as soon as the law directs.

All of which is respectfully submitted,

Dec. 8, 1828.

JEREMIAH WELLS, C. Eng.

Engines Nos. 1, 2, and 3 were organized under Mr. Doughty during his first term.

There were no companies organized during the term of Mr. Furman.

During the second term of Mr. Doughty, Engine Companies Nos. 4 and 5 were organized, and Hook and Ladder 1.

Mr. Wells was engineer when Engine Companies 6, 7, and 8 were organized, and Hose 1.

Engine Companies 9, 10, and 11 were organized under Mr. Duflon, and Engine Company No. 5 was disbanded.

Under Mr. Stryker Engine Companies 12, 13, 14, 15, 16, 17, Hose 2, Hook and Ladder 2, 3, and 4, and a Bucket Company, were organized. Engine Companies Nos. 8 and 10 were disbanded, and No. 5 reorganized. Nos. 8 and 10 were subsequently reorganized — the former located in Washington Street, and the latter

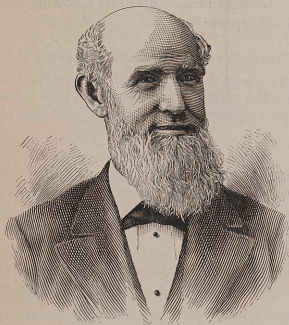
on Bedford Avenue. The house of No. 9 was burned at the great fire, and the company broke up.

Under Mr. Anderson Engine Companies 18 and 19, and Hose 3, were created, and No. 9 reorganized and located on Carlton Avenue, corner of Myrtle.

During Mr. Velsor's term Engine Companies Nos. 20, 21, and 22 were organized, and Nos. 2, 15, and 18, and Hook and Ladder 4, disbanded. The latter was soon after reorganized. Hose Companies

Nos. 4, 5, 6, 7, 8, 9, 10, 11, 12, and 13 were organized. The introduction of the Ridgewood water will account for the great increase of hose companies at this period.

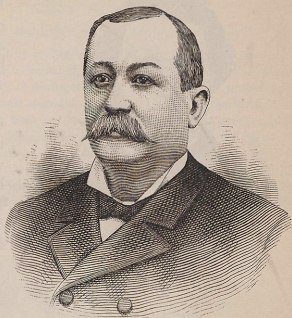
Truck 5 was organized under Mr. Furey, and Engine Company No. 2 reorganized by Mr. Cunningham.



William Burrill.



On the 21st of August, 1822, a little before eight o'clock, a fire broke out in a storehouse belonging to Mr. Henry Waring and leased to Captain Merry, and occupied for the storage of cotton, situated on the shore, under the Heights, west of the steam-boat ferry in this village. Immediately adjoining were a number of storehouses and sheds, built of wood, and filled with cotton and naval stores, to which the flames communicated in a few minutes, and a grand and awful conflagration ensued. On the west, the progress of the fire was averted by a large stone fire-proof warehouse of Mr. Waring; and on the east it was checked by the exertions of the fire-men, after it had destroyed two or three extensive storehouses and sheds, and a small dwelling-house belonging to Mr. Waring, and a dwelling-house occupied as a tavern by Mr. Thomas Armstrong, a storehouse and four sheds, the property of the late Robert Black, with all their contents. The building contained about 1400 bales of cotton and 12,000 bushels of naval stores, belonging to merchants in New York and at the South; the loss is estimated at \$85,000. Several vessels at the adjoining wharves were in danger, but were removed by the steam ferry-boats. The spectacle afforded by so large a quantity of tar, pitch, and turpentine on fire the same instant was one of the most sublime that could be witnessed. Immense volumes of dense black smoke were constantly rising, from which flashes of flame darted forth, after it had reached the elevation of two hundred feet, and it continued to burn with violence for more than ten hours.

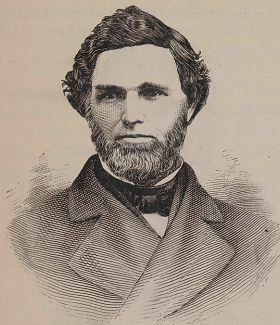


Frank White.

The first accident and death that occurred to any member of the Fire Department since its first organization occurred at this fire. The

chief engineer ordered the hook and ladder company to tear down a small house, to stay the progress of the flames, when Walter McCoun threw the hook into the building. The hook, not having

the proper hold, slipped and struck him on the forehead. He was taken home and cared for by his comrades, and survived twenty-six hours. He was thirty-one years old.



Israel De Velsor.

The 4th of July, 1826, was a memorable day with the firemen of Brooklyn. It was the semi-centennial celebration of the National Independence, and was celebrated with great *éclat*. On this occasion the first public testimonial to the firemen was presented in the form of a fine banner, with representations symbolical of the

services of the firemen. The members of Engine Companies 2 and 4 formed in procession with their engines mounted on vehicles attended by grooms in Grecian costume, the whole forming a picturesque and imposing scene. The procession was drawn up in line in front of the office of the Equitable Insurance Company to witness the presentation, which was made by Mr. Freeman Hopkins, secretary of the Brooklyn Fire Insurance Company, in the following terms:

**FIREMEN OF THE CITY OF BROOKLYN:**

*Gentlemen:* In behalf of the Equitable and the Brooklyn Fire Insurance Companies we have the pleasure to present you this standard decorated with emblems of the Fire Department.

The insurance companies are not insensible to the obligations they have been and may be under to your great exertions in extinguishing that fatal element so destructive to life and property.

May you long retain those zealous and ambitious feelings to surpass, if possible, the enterprise and public spirit of the firemen of our great neighboring city. We wish you, gentlemen, a happy enjoyment of this fiftieth anniversary of our natal day, which is

now celebrating with probably more demonstrations of heartfelt gratitude to God and the people and the Congress of 1776 than at any former period; there is now without doubt a more universal sense of the obligation to the heroes of our War of Independence and the framers of our glorious Constitution, from a full conviction that our government is the best yet formed for the happiness of man.

With our personal respects, gentlemen, we wish you many happy returns of this day.

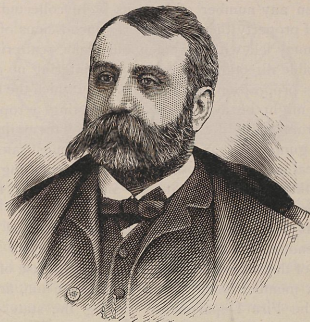
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MR. SPRAGUE'S REPLY.

*Gentlemen:* I am commissioned by my brethren of the Fire Department, around us assembled, to tender our grateful acknowledgment to the Brooklyn and Equitable Insurance Companies for conferring so distinguished an honor as that of presenting us this banner; we receive it as the most splendid that ever waved upon our favored isle.

Should the fiery element burst from our dwellings (which heaven avert), and the alarm-bells arouse us from our midnight slumber, we will hasten to the scene and remember that we have a flag to sustain, never, never to be disgraced.

But a few months ago our Fire Department began to exist, but yesterday one-third was added to the number of our engines, officered and manned; but few months ago we were dependent upon yonder city for our insurance and paper currency. But a few



A. B. Thorne.

months ago we have seen hundreds of vacant lots, now covered with public edifices and private dwellings; the one has required the aid of the other, each contributing its turn to help on the rapid march of improvement.

With feelings of gratitude to the Great Disposer of all things, we reciprocate with you the happy return of the day that declared us free and independent; we hail it as

the semi-centennial jubilee; it brings us peace and plenty; it brings to us unimpaired our favorite republican form of government; it brings to our recollection that for the love of liberty our fathers bled for such inestimable blessings, religious, civil, and political—for all of which we render our unfeigned thanksgiving and praise.

In 1817 a movement was started among the inhabitants to organize a hook and ladder company. The difficulty experienced by the firemen was, that frequently they could not reach the fire for the want of ladders to conduct the hose any unusual distance from the engine, not accessible by any other means, and, as it was often the case, they were compelled to leave the ruins of a fire in a very dangerous condition.

Two accidents had recently occurred when buildings partly burnt had been left, after the fire was extinguished, in a situation jeopardizing the lives of pedestrians.

In one of these cases a chimney had fallen a few hours after the firemen had retired from the scene of conflagration, at an hour in the morning when any number of persons were collected viewing the destruction of property the night before, unconscious of any danger. A large chimney fell with a tremendous crash, scattering the bricks in every possible direction, but fortunately injuring no one.

Numerous propositions were advanced by which the like or similar catastrophes might be avoided, such as casting a rope around the threatening ruins, and by that means pulling them down, blowing them up with gunpowder, and the like; but the most safe, expeditious, and economical method proposed was that of procuring a set of ladders and hooks,—*alias* tormentors,—and thus level the offending and threatening remains of a fire.

There was a hook and ladder association formed in the year 1812, who renounced all claims to any privileges or exemption in consequence of their services, and were bound in case of the house or property of a member being in danger to assist him, and were independent of the Fire Department. Seeing the state of the public mind in regard to this subject, they called a meeting at the house of Mr. Langdon, September 24, 1817, and adopted the following rules and regulations:

1. The members renounce all claims to any privileges or exemption in consequence of their services.
2. The number of members shall not exceed twenty-four.
3. All new members shall be elected by ballot.



4. The members shall wear a black hat, with the representation in white of a hook and ladder.

5. The officers of this Association shall consist of a foreman, assistant foreman, and a steward.

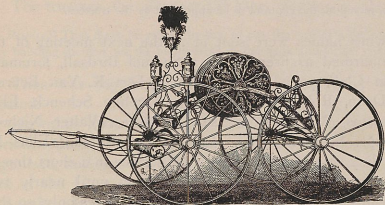
6. The members meet the first Wednesday evening after any fire at which the hooks and ladders have been used, at the house of Mr. Langdon.

7. When the house and property of a member is in danger, the Association is considered as pledged to give their assistance to such member as a brother.

8. Any member refusing to obey the proper order or orders of the foreman or assistant foreman, or who shall be found neglecting his duty twice in succession, shall be considered as having abandoned the Association.

9. Any member wishing to leave the Association is at liberty to do so at any time.

But the inhabitants wanted a company properly formed and organized by the trustees, and also one that would protect the



Hose Company, No. 6.

property of the inhabitants as well as their own; and the consequence was, that a meeting was speedily called, to which the firemen were invited, to take into consideration the expediency and possibility of devising means for the procuring of a set of hooks and ladders and a carriage to propel them in time of fire.

At this meeting the various plans which had been suggested the few days previous were submitted for consideration. None, however, appeared to receive much encouragement or support but the hook and ladder proposition, which, upon being put to the meeting, was approved almost unanimously.

The meeting then resolved to petition the Board of Trustees to procure a set of hooks and ladders and a carriage to convey them on, and to organize a company to take charge and man them. This

petition was numerously signed by the people, the firemen in a body uniting with them, and it was presented to the Board at an early day.

The trustees decided that as soon as a company could be formed they would provide them with the necessary apparatus. The company were several weeks organizing, and as the trustees had omitted to designate the number of men they would permit to constitute the company, some delay was occasioned from that fact alone.

The mere resolve of the trustees that a company might be organized and apparatus would be furnished them was considered ambiguous. To set the matter right and make it satisfactory to all parties interested, the trustees called another meeting on the 13th day of October, 1817, and passed the following resolution:

*Resolved*, That a hook and ladder company of firemen be established, to consist of fifteen persons, including the captain, to be appointed by the trustees.

The following names were sent in at the next meeting of the Board and confirmed as firemen, viz.: Samuel Birdsall, foreman; Cornelius Van Cleif, John S. Doughty, Egbert K. Van Beuren, William R. Dean, Robert W. Doughty, Stephen Schenck, Elias Doughty, Erastus Worthington, Isaac Denyse, Walter Nichols, William Phillips, Samuel Watts, Robert B. Dykeman, Elias M. Stilwell; and they equipped themselves for service in a short time.

No apparatus, however, was provided them until nearly two months had elapsed, and then the hooks and ladders only, so that the members of the company were put to the inconvenience of carrying their implements by hand—one man taking a ladder, and another a hook, on his shoulder to a fire, and returning them the same way.

On the 1st of December the trustees met and passed the following:

*Resolved*, That the hook and ladder company of firemen be increased to twenty-five men, and that the captain report the names of such persons as may be elected by the company and recommended by him to complete the number.

This number, though large, was still insufficient for the emergency, and, after two or three experiments, they renewed their application for a still further increase of men and a carriage.

The trustees promptly responded to the first request, and, on the 22d of June, resolved, that the number of men belonging to the

hook and ladder company be increased to thirty. Nothing was now wanting but the carriage to render the arrangement and organization perfect.

For the third time the firemen appealed to the trustees, and they, at a meeting held on the 27th of June, 1818, resolved to raise \$125 to procure a carriage.

But yet another and equally important thing remained to be done, and that was, to provide a suitable location and house for the carriage and its appendages, as the hooks and ladders had, up to this time, been kept exposed to the elements, in an unoccupied spot of ground contiguous to the thickly settled part of the village. It now became indispensable that a house should be provided wherein they might be protected from injury.

The trustees, therefore, at the same meeting as above,

*Resolved*, That \$200 be raised, by tax, to pay the rent of a lot, and erect a temporary building thereon, for the implements of the hook and ladder company.

Thus was the first hook and ladder company organized and located.

No other hook and ladder company was organized for a long period. On the 30th of January, 1840, a second company was organized, and, on the 18th of the following month, the members met in the house of Engine Company No. 3, in Middagh Street, when the name of the company was fixed upon as "Clinton Hook and Ladder Company No. 2," and the officers were elected as follows:

Foreman, James P. Spies; assistant foreman, John W. Fawble; secretary, E. B. Morrell; treasurer, Benjamin Handley.

The following gentlemen constituted the first members:

John B. Emmons, Joseph L. Carll, David Reeves, Benjamin Handley, Hamilton Reeves, Abraham Barkaloo, Daniel T. Wells, E. C. Morehouse, John K. Foster, Homer Wiltse, Richard Seckenson.

The company procured a location at 206 Pearl Street, which they retained until the disbandment of the Department.

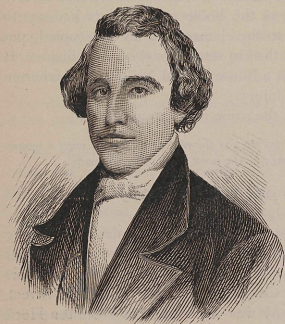
On the 10th of October following their organization, they brought home their new truck, which had been built by Charles L. Franklin, by order of the Common Council.

On the 13th of October, 1840, the company adopted a resolution, that any member who, in case of fire, should arrive first at the

house the greatest number of times during a year should be entitled to a fire-coat, and one year after Edward White received the prize. A fire-cap was also presented to E. C. Morehouse, and a fire-shirt each to Messrs. Handley and Beers, for similar vigilance in the discharge of their duties.

In the year 1816 an act was passed by the Legislature providing that the section of the Town of Brooklyn commonly known by the

name of Fire District, and contained within the following bounds, viz., beginning at the public landing south of Pierrepont distillery, formerly the property of Philip Livingston, deceased, on the East River; thence running along the public road leading from said landing to its intersection with Red Hook Lane; thence along said Red Hook Lane to where it intersects the Jamaica turnpike road; thence a north-east course to the head of the Wallabout mill-pond; thence through the center of said mill-pond to the East



Burdett Stryker.

River; and thence down the East River to the place of beginning, shall continue to be known and distinguished by the name of the Village of Brooklyn, and the freeholders and inhabitants were empowered to elect five trustees. The trustees so elected were Andrew Mercein, John Garrison, John Doughty, John Seaman, and John Dean, and the law also provided that it should be the duty of the trustees, or a majority of them, to nominate, elect, and appoint under the hand of the president and seal of the village, such a number of fire wardens and firemen from among the inhabitants to have the care, management, working, and use of any fire-engine or engines which may belong to the said village, and also all other tools and implements for extinguishing fire, and every person so appointed



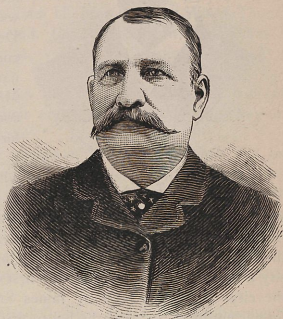
shall, during his continuance in office, and no longer, be exempted from serving as overseer of the highway or constable, jury or inquest, and from militia duty, except in case of invasion or other imminent danger.

This company was organized June 28, 1825, on which date a meeting was held by the inhabitants in the vicinity of the Military Garden, at the house of John F. L. Duflon, who organized themselves into a fire company. Ralph Malbone was called to the chair, and John B. Johnson was appointed secretary. After adopting a code of by-laws, the following officers were chosen: John F. L. Duflon, foreman; Ralph Malbone, assistant foreman; John B. Johnson, treasurer; Thomas Taylor, secretary; Jasper Duflon, assistant secretary; John Pease, steward.

The name of Lafayette No. 5 was adopted, and the action being ratified by the village trustees, the company became a part of the Fire Department.

At the annual meeting of the Board of Trustees of the Village of Brooklyn, held at the house of Mr. Stephenson, inn-keeper, June 25, 1825, a resolution was passed appropriating the sum of \$1400 for an engine and house, to be located in the vicinity of the Roman Catholic Cathedral.

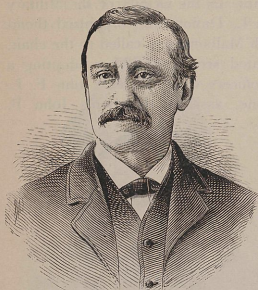
Upon application of Sylvanus White and others, Protector Engine Company was organized September 2, 1825, with the following members: Sylvanus White, Lewis Applegate, James Dezendorf, Jefferson T. Long, Samuel J. Valentine, Henry Dezendorf, Abraham Morrell, Thomas Rogers, Samuel P. S. Valcott, Stephen S. Poindett, George Handford, Henry Gidney, Ryke Reid, William R. Wilson, Charles F. Rogers, Peter S. Valentine, William Bennett, Clarke H. Silvers, Moses H. Decamp, John S. Willing, William Southard,



William H. Furey.

John Baldwin, Roswell Lewis, Pheneous Tuthill, William Spaulding, and Jacob Drake.

The location selected was on the south side of Concord Street, between Adams and Pearl streets, where a one-story frame house was erected and a small goose-neck engine furnished the company by the



John T. Finn.

village guardians. At this time the Department was under the control of John Doughty, chief engineer. The company occupied this house until 1838; while there the engine got the appellation of "Old Bean Soup," and was familiarly known in the Department as such. The circumstance that caused the nickname was in consequence of Mrs. Boyd, who had several sons in the company at the time, furnishing the company with a large supply of bean-soup, with other refreshments, after a fire in the neighborhood. In

1838 the city of Brooklyn built a two-story frame house in Pearl Street, corner of Nutria Alley. In 1839 the engine was rebuilt, after the model of the old one. In 1847 the company obtained from the city a new engine, piano style, the first of the pattern introduced into the city. This was built by James Smith, the builder of the two former engines. In 1850 the house was taken down and replaced by the house at present occupied by the company, the smallest in the city, being only twelve feet wide by thirty-five feet deep. In May, 1851, there being several piano engines in the city, quite a strife arose as to superiority, which resulted in a challenge from Engine Company No. 1 to play a match, give and take water through two hundred feet of hose for five minutes' time, for the sum of \$500 per side. This was accepted by No. 6, and the match was played at the foot of Bridge Street, which resulted in a decision in favor of No. 6, and the money handed over to James H. Cornwell, Esq., foreman. Quite a jealousy was created by this match, and a number of other matches

were proposed, but, in consequence of the ill feeling produced, the authorities forbade the continuance of them. No. 6 afforded almost every company an opportunity to test their machines with hers at fires until 1856, without ever being washed. At this time their engine was rebuilt by the same builder of the crane-neck pattern, the stroke altered to obtain greater power for pipe service in contemplation of the introduction of water into the city. This was accomplished by Mr. Smith to the entire satisfaction of the company.

The following are the names of the foremen of the company from its organization to 1863:

Sylvanus White, Abraham Wright, Thomas Cumberson, Thomas Watson, Peter R. Vandever, David Cochran, John Tassie, William Draper, William Ellmore, William H. Powell, Smith Wood, Thomas Wright, Thomas R. Lockwood, James H. Cornwell, William L. Boyd, John G. Staff, Peter R. Vandever, Richard F. Cole, Wm. Brown.

The honorary roll contains the names of about one hundred members who had served their entire time with the company and had been regularly discharged.

The company was very fortunate, never having lost but one member in the discharge of his duties; he, Richard Nolan, was killed in a collision with Engine 7 going to an alarm of fire in the fourth district. Several members were injured from various causes, but all recovered.

The following engineers were elected from the company:

WILLIAM H. POWELL, THOMAS WATSON, WM. L. BOYD, RICHARD F. COLE, WILLIAM TAYLOR.

This company was organized October 24, 1828, and subsequently had a steam-engine, built by the Amoskeag Manufacturing Company, Manchester, N. H. She had a four and a half inch pump and twelve-inch stroke; the boiler was tubular, containing two hundred and fifty-four inch tubes, twenty-two inches in length, with a steam cylinder eight inches in diameter. This company formerly had in their possession a double-decked engine built by Jeffers & Co., Pawtucket, R. I., and played two hundred and eight feet at Laird's pole, N. Y., on Christmas day, 1859, which has never been equaled by any hand-engine. In 1854 the company went on a visit to Albany, N. Y., with ninety-eight men, and was received by Relief Engine

Company No. 11, of that city. In 1859 they went on a visit to Philadelphia with one hundred men, and were received by Hibernia Engine Company No. 1, of that city. In 1858 they received and welcomed to this city Relief Engine Company No. 11, of Albany, in company with Howard Engine Company No. 34, of New York, and also in the same year they received Hibernia Engine Company No. 1, of Philadelphia, in company with Americus Engine Company No. 6,



John Cunningham.

of New York. At the celebration of the opening of the Ridgewood Water Works, they received as their guests Columbian Engine Company No. 6, of Newark, N. J.; also, Washington Engine Company No. 3 and Red Jacket Engine Company No. 4, of Elizabeth City, N. J. This company was located for a time in the neighborhood of the Navy Yard gate, in the Fifth Ward, and afterward in Front Street, near Bridge Street. Some of the original members of this company are now classed among the most influential citizens of Brooklyn. Ex-Foreman John F. Phillips was at one time a fire commissioner; John J. Green was an ex-assistant engineer; Captain Thomas King (now deceased) of the Second Precinct Police; John J. White, ex-super-



intendent of the poor, who with his brother Frank are well and favorably known throughout the city; William H. Furey, ex-chief engineer, now commissioner of jurors; ex-Alderman Robert F. Furey, of the Fifth Ward; James Lynch, ex-city auditor, and many other distinguished gentlemen now residents of Kings County. From this company there went to the war twelve men in the three-months regiments, and nineteen men in the regiments which volunteered for three years. At the first Bull Run battle they had one member killed and one wounded. At the battle of Williamsburgh they had one killed, and one died from disease contracted while in camp. This company had for its motto from the time of its organization, "THE CONSTITUTION AND UNION FOREVER."

This company, which had been previously organized and disbanded, was reorganized October 10, 1854. The company was first located on Bedford Avenue, near Myrtle Avenue, and subsequently removed to Kent Avenue. The engine was a double-decker, formerly used by Engine Company No. 7, and also for a time by No. 8. At the explosion of the hat factory in Nostrand Avenue, on the 3d of February, 1860, the members of this company rendered heroic service in rescuing a number of persons from the fallen building, and at the burning of the Catholic Orphan Asylum in November, 1862, they were equally conspicuous in their exertions to save life.

Pacific Engine Company No. 14 was organized September 19, 1846, the following named gentlemen being the nucleus of the organization: Messrs. Henry B. Williams, Wm. Wright, Edward Merritt, F. H. Macy, John W. Mason, Geo. C. Baker, H. H. Cox, Clinton Odell, Henry Haviland, and George E. Brown. At a special meeting held in November, 1846, the company resolved to purchase an engine of the Waterman construction, and about \$600 was subscribed by them toward the object; whereupon a committee was appointed with power to contract with Mr. H. Waterman, of Hudson, N. Y., for one of his engines, to be delivered in March, 1847; it was not completed, however, until June, 1847. It cost the company \$1000, and was used three years, when at a meeting held in September, 1850, they decided upon purchasing a new engine, and \$1000 was subscribed at once. In June, 1851, the company sold their old engine to Engine Company No. 8, of Williamsburgh, for \$800, and entered into a contract with John Agnew, Esq., of Philadelphia, for

one of his engines, which was completed and received by the company on the 21st day of August, 1851. It was a double-deck engine of the then most improved pattern, weighing when in full dress 4800 pounds. The reception of this engine was made the occasion of a general social reunion of the City Fire Department. The Riding School, in College Place, near Love Lane (which was near the house then occupied by the company), was engaged, in which was spread a collation, of which hundreds partook, and it was indeed made an occasion for the cultivation of hearty good-will and friendship throughout the Department. On the two evenings succeeding the reception, the engine-house was thrown open for public inspection, and many seized the opportunity offered them and visited the house, and all expressed themselves as being pleased, and also hoped that the apparatus would prove to be all that could be expected of it; and such was the case.

The first house occupied by this company was situated in Love Lane, near Henry Street, and was erected by the Common Council in 1847, which was occupied for the term of seven years; the first meeting held in it was in June, 1847. In consequence of the increase of the company after procuring their new engine, a petition was presented to the Common Council for new quarters, in compliance with which a new house was built in Pierrepont Street, near Fulton, and was put into the possession of the company on the 23d of March, 1854. It was sufficiently large to house the engine and tender, with a parlor on second floor, and small sitting-room back of engine-room. In compliance with the Fire laws, the members could not use the house for sleeping purposes, consequently the company hired a bunk-room in the next building. The company were well satisfied with their quarters until 1862, when their increasing prosperity led them to the conclusion that an enlargement was necessary, and to that end a committee was appointed with full power to carry out their ideas. The committee consisted of Messrs. J. Pryor Rorke, Wm. A. Fowler, and D. B. Phillips; and, as the result of their efforts, the company took possession of one of the most convenient houses in the city, both as to appointment and general usefulness.

The first foreman of this company was Mr. H. B. Williams, who was elected in October, 1846, and served the term of three years. The elections occurring annually, he was succeeded by Mr. Wm.

Wright in October, 1849, who resigned in May, 1850, and was succeeded by Mr. Edward Merritt, who served the balance of the unexpired term. At the annual election in October, 1850, Mr. John W. Mason was elected, and served one year. In October, 1851, Mr. H. B. Williams was reelected, and served only six months, in consequence of his departure for California, when Mr. James K. Leggett was chosen to succeed him in April, 1852, but in consequence of

ill health he was obliged to resign in March, 1853; having recovered his health, Mr. John A. Weed being temporarily in charge, he was again chosen foreman in October, 1853, and served three years, adding, by his able administration, to the prosperity and popularity of the company. In 1856 Mr. H. R. Haydock was elected to succeed him, and served three years, when Mr. Joseph B. Leggett was chosen foreman, and served one month, he being succeeded by Mr. Isaac G. Leggett, who, after a service of three years,



John G. Courtney.

was followed by J. Pryor Rorke, who was elected in October, 1862 (after a retirement of two years from active service), who, by his able and judicious management, brought this company to a standard, not only in its efficiency, but in its relations to the rest of the Department, which it had never before equaled.

The motto adopted by this company at its formation was, "Not for ourselves, but for all," by which motto they endeavored to stand, and in point of usefulness they felt that they vied with any company in the Department. Being a volunteer company, owning their own apparatus, and depending upon themselves for many of the privileges they enjoyed, yet they sought to make themselves popular with all the rest of the Department, holding themselves aloof from none, and

they always sustained in the community at large the good name they had striven to gain.

Brooklyn Steam Fire-engine Company No. 17 was organized September 28, 1848, immediately after the great fire, under the name and number of Brooklyn Engine Company No. 17, with a roll of sixty-four men. Their first officers were:

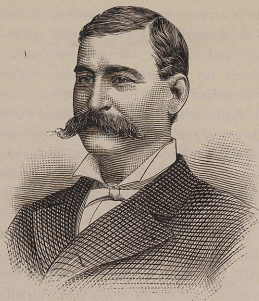
William S. Wright, foreman; H. A. Moore, first assistant; R. Van Brunt, second assistaht; J. M. Cornell, secretary; Alexander Cashow, treasurer.

The first house occupied by this company was located in Washington Street, between Myrtle Avenue and Johnson Street, being an old frame one, formerly occupied by Engine Company 8, which was then disbanded, and the company held their meetings in the old house of Hook and Ladder Company No. 2. The first engine run by the company was old Water Witch 8, a goose-neck, which was afterward replaced by No. 34, of New York, a piano-engine of Waterman's build. They ran out of this house for a period of eight months, when they removed to a new brick house in Lawrence Street, between Myrtle Avenue and Johnson Street, which had been built by Burdett Stryker, Esq. (the previous chief engineer, under whose administration they had been organized). Shortly after taking possession of this house (June 28, 1849), they received a new engine of the Philadelphia style, double deck, built by James Smith, of New York, at a cost of \$1195, which was the first of her style introduced in Brooklyn that had cylinders of eight and a half inch diameter and nine-inch stroke. She was familiarly termed the "Hay-wagon" by outsiders, on account of her novel build, and the members likened unto grasshoppers when seen mounting the deck to man the upper brakes; this accounts for the soubriquet of "Hoppers," which the company always retained. After thoroughly testing this engine, it was decided to have her painted by Mr. Moriarty, of New York, at a cost of \$150, and during her absence for that purpose they ran an old goose-neck engine (old 9, I believe), and fortunately, too, for at the burning of Thorne's stores, on Furman Street, July 6, 1850, during the explosion of the saltpeter contained therein, she was blown over the string-piece of the dock, where she hung by the front wheel until she took fire, when, in order to save her, she was altogether thrown overboard, and towed around to the Fulton Ferry,



where she was raised, and, after some slight repairs, was run by the company until the double-decker returned from the painters. On the occasion of the above explosion several of the members were obliged to jump overboard in order to save their lives. On October 2, 1851, Mr. Wm. S. Wright, after a term of service of three years, resigned his position as foreman of the company, and was presented by the members, as a mark of their respect, with a beautiful gold hunting-case watch and chain, elaborately wrought, with a life-like engraving of himself on one side, and the engine on the other, which was made to order at a cost of \$275. Their next foreman was H. A. Moore, Esq., who filled the office for the short space of two months, when, owing to his election to the position of county judge, he resigned December 4, 1851, his successor being I. V. Silleck, Esq. (since deceased), and during whose administration the company, one hundred and three strong, with full band, made an excursion in September, with their engine, to Poughkeepsie, and were received by the entire Fire Department of said city, in return for which honor the company arranged an impromptu ball. In the following month Mr. Silleck resigned on account of ill health, when Mr. J. H. Rhodes was elected in his place, October 9, 1852, and filled the office for a period of ten months, when he resigned, July 6, 1853, and was succeeded by Mr. F. W. Webb, who held the office for the remainder of the year, and during whose term of office the Catherine Ferry-house was burnt, where the engine proved her superiority over all the others by her efficiency at suction. In 1854 (October 6) I again find Mr. William S. Wright in the position of foreman of this company. During the Know-nothing riots in this year, when none of the up-town companies would go to the Second District on alarms of fire, which were then remarkably prevalent in that district, and where all were needed, No. 17 was solicited to join them in opposition, or wait at the City Hall until all the companies came up, and then go down in a body. This the company, through Mr. Wright, positively refused to do, but did as they were wont to do, go wherever and whenever the "bell" directed, and the result was, they never were molested. Mr. Wright now resigned his position as foreman, and on October 5, 1854, was succeeded by Mr. Sidney Larremore, who filled the office creditably until October 4, 1855, when Mr. William Burrell was chosen fore-

man. The engine in use by the company at this time was rebuilt in February, 1856, by Mr. James Smith, of New York, at a cost of \$900, and in the year following was painted by Mr. Moriarty, of New York. Nothing of any importance occurred from the above

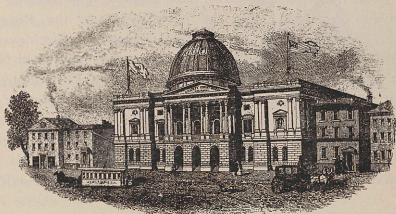


Charles B. Farley.

date until the morning of April 14, 1857, when, at the burning of the Duffield mansion (a one-story building) on the north-west corner of Duffield Street and Fulton Avenue, Assistant Engineer Vanderveer in charge, an accident occurred by the falling of a wall, which resulted in the serious injury of Messrs. Charles H. Rogers and Thomas P. Hopkins, the former so much so as to render amputation of the leg necessary, thereby totally incapacitating him for further duty. Mr. Rogers, during the year 1862, served as bell-ringer on the City Hall tower.

About this time, the number of active members having been limited by the fire commissioners to sixty-five men, it was found necessary to form a separate organization of the exempt active members, which was done on the 25th of April, 1859, under the name and title of the "Old Guard Association," and which a few years ago showed a roll of fifty-eight men. The house at this time occupied by the company being found entirely too small for their increased necessities, their

location was changed by action of the Common Council to the house of Engine Company No. 8, in Jay Street, between Myrtle Avenue and Willoughby Street, which company, during the interval, had been reorganized, but again disbanded. Upon taking possession of this house, October 1, 1849, it was found necessary to build an extension for bunking and other purposes, which was done by the company at a cost of \$700, it being the first bunk-room attached to an engine-house in this city. In the year following, the engine in use by the company having been found defective, it was resolved to procure a steam-engine wherewith to combat the fiery element, and for that purpose they petitioned the Common Council on July 30, 1860. From that date until October 20, 1860, I find this company running and testing several styles of steam-engines, when they decided on having one of the Amoskeag Manufacturing Company's pattern, said company having contracted to build one for them at a cost of \$3650, and which they received on the 11th of June, 1861. This engine played on trial through a one and a quarter inch nozzle, two hundred and sixty-seven feet horizontally; but as the company had never participated in trials of this description at any of the poles, it was



Kings County Court House, Brooklyn.

impossible to state the number of feet perpendicularly. The boiler of this machine was tubular, containing three hundred and fifty-six one-inch tubes, fifteen inches in length, a steam cylinder eight inches in diameter, and twelve-inch stroke, with a plunge pump four and one-half inches in diameter. and also twelve-inch stroke. The boiler was covered with brass, jacketed with bands of German silver, which

contrasted very finely with the brass-work. The tank for supplying the boiler with water was composed of brass and copper. It received the water from the hydrant on either side, and was so arranged as to throw two streams of water. The air-chamber was silver-plated, surmounted with a signal made expressly for the apparatus, within which was the representation of a grasshopper. The brake was applied to the back wheels, and was managed by the engineer, so as to regulate the rate of speed. A splendid silver plate was on the side, containing the inscription, "Brooklyn Engine 17, William H. Furey, Chief Engineer; William Burrell, Foreman," and on the front was a silver fire-cap front, with the initials W. S. W., being an exact copy of the one worn by their first foreman, William S. Wright. This was the first steam fire-engine introduced into the Brooklyn Department, and it proved to be one of which the city was justly proud. In order to run a hose-tender in connection with this machine, the fire commissioners allowed the company ten extra men, making in all a total of seventy-five active members. The house occupied by this company was conceded to be one of the finest in the city.

The great majority of the hose companies were of modern origin, having been organized upon the introduction of the Ridgewood water, and consequently had but little of a history yet achieved.

Atlantic Hose and Relief Company No. 1 was organized November 27, 1835, at a meeting held at the store 132½ Fulton Street, W. W. Pettit acting as chairman, and A. Carpenter as secretary. The following were the first officers of the organization: foreman, W. W. Pettit; assistant foreman, J. M. Van Cott; secretary, Jeremiah Mundell; treasurer, Alfred Carpenter; trustee, W. H. Peck; representatives, J. M. Van Cott, Alfred Carpenter, George R. Rhodes.

At the meeting of February, 1836, "No. 1" was added to the title of the company, and the words "and Relief" were omitted from the title at the September meeting, 1856.

The first location of the company was in a shed in High Street, and their first apparatus was an old painter's cart. In 1836 they removed to Fireman's Hall, in Poplar Street, where they remained until 1851, when they removed into the new Fireman's Hall, in Henry Street.



Hose Company No. 2 was originally Bucket Company No. 1.

Of Nos. 3, 4, and 5 I have not been able to procure any facts.

No. 6 was organized in 1853, under the auspices of Sheriff Campbell, Richard Smith, William Van Brunt, David Thomas, Robert McCall, L. Archer, and other gentlemen, and was originally located in a shed on Adelphi Street. In 1855 they received a new and handsome carriage, and changed their old location to 85 Carlton Avenue. The carriage was built by Pine & Hartshorn. The company was very active and efficient in the discharge of its duties.

The first officers of the company were Anthony F. Campbell, foreman; Richard Smith, assistant foreman; William Van Brunt, secretary; David Thomas, treasurer; Robert McCall, trustee; Richard Smith and William Van Brunt, representatives. In 1854 Mr. Campbell declined being a candidate for foreman, when Mr. Richard Degroot was elected foreman, and Richard Lamb assistant. Both men held their offices for six months, when Mr. Degroot was requested to resign on account of non-performance of duty. Mr. Richard Smith was elected to fill out the unexpired term. In 1855 Mr. James Kenmore was elected foreman, which office he held for the term of five years,



Frank Stryker.

assisted by Mr. R. Lamb, Mr. Edward Hudson, and Joseph Friganza. In 1860 Mr. R. Lamb was elected foreman, which office he held until he was elected assistant engineer. Mr. Lamb was followed by Mr. John Campbell, assisted by Mr. Andrew Douglass; John Courtney, secretary; William Webb, trustee; Peter Kenney and Oswell Syers, representatives. The officers and effective force of the other hose companies, engines, and hook and ladder

companies of the city will be found elsewhere, together with reminiscences of the various companies.

When I began my labors on this work, I was conscious of the fact that I would encounter considerable difficulty in correctly



Dennis McNamara.

chronicling the facts and incidents relative to the Volunteer Fire Departments of New York and Brooklyn. I have not been mistaken. My only source of information has been from a few minute-books of engine companies of both cities, the best of them giving but crude and uninteresting data, my own personal knowledge of both departments, and what facts I could gather from old fire laddies whose enthusiasm over the old days was more perfect by far than their memory. As to any chronological order being fol-

lowed in this portion of my work, the reader who expects it will surely be disappointed. In after years, when a literature of ancient and modern fire systems has been perfected, a proper chronological arrangement of facts may be expected.

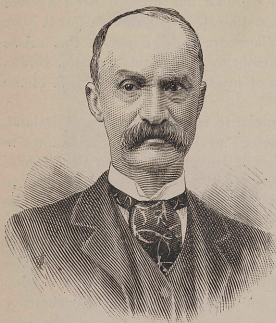
Speaking of a literature of fire systems and service, my friend and fellow-journalist, Mr. Clifford Thomson, editor of the "National Fireman's Journal," eloquently and truthfully considers the topic when he says:

"Science has so far improved the machinery applicable to the extinguishment of fires, that little is left to be desired in that respect. What with the fire-telegraph to give us early notice of the presence of fire, our steam-engines of great capacity, and the many modern appliances for quick and efficient work at fires, it is difficult to see where much improvement can be made in this respect. The neces-

sity of the fire service to-day is a greater degree of intelligence. I do not mean by this to insinuate that our firemen are ignorant men; on the contrary, I believe that they will compare to advantage in point of general intelligence with the average business men of the country. But what I do mean is, that our firemen need a more thorough and complete technical knowledge of the art (for it is an art) of extinguishing fires. Where are they to obtain this subtle technical knowledge? The attempt to answer this question brings me directly to the consideration of my topic, 'The Literature of the Fire Service.'

"A Frenchman once determined to write the history of Ireland, and among other things he resolved to devote an entire chapter to the consideration of 'The Frogs of Ireland.' Being a Frenchman, his mind turned lovingly to frogs. When, however, he came to investigate the subject, he summed up his chapter thus: 'The Frogs of Ireland. There are no frogs in Ireland.' So when I came to look about me for the American literature of the fire service, I found that America has no such literature. England, France, and especially Germany have contributed many valuable works upon the subject, calculated to give one a thorough and comprehensive knowledge of the various kinds of apparatus in service, the best means of organizing the force, and many valuable suggestions regarding the work to be done at a fire; but America has contributed nothing of the kind whatever. An eminent German writer upon fire topics, after citing a list of over two hundred authors, English, French, and German, who have written upon the subject of the fire service, says, 'The contributions of America consist of numerous annual reports of chief engineers.' I may add to this that our manufacturers of fire apparatus occasionally give us a hint as to the best means of using and preserving the special apparatus which they make; and this is virtually the extent of our available literature on this important subject. While the reports of our chief engineers contain many valuable suggestions of general interest, and much necessary information of local importance, even these are not available to the general public, nor to the student of the science of fire extinguishment. Nor have their authors ever intended to make text-books of them, and consequently they are not adapted to such purposes. They are simply what they purport to be—reports of

chief engineers to their superior officers of the condition of the departments of which they have charge. Where, then, are our young men—those who aspire to make the fire service the business of their lives, and who are ambitious to achieve distinction in their



Samuel A. Avilla.

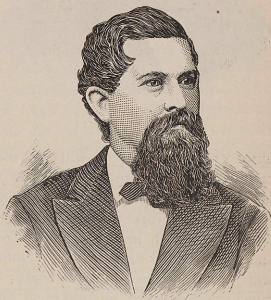
chosen profession—where are they to acquire that intricate technical knowledge which is so essential to their success? Every other trade or profession has its literature—its record of the experiences of others, and of the knowledge obtained by them—to which the beginner can turn for instruction. But in the fire service there is nothing. Our ambitious learner must join a fire company, 'pitch in' and do his share of the work, and obtain his information regarding the science of fire extinguishment from his own personal experiences at

fires, and from the traditions extant among his companions. It may be true that while these beginners—these amateurs, as it were, but who are rated as regular firemen—are learning their business by actual contact with fire, a few millions of property, more or less, may be burned in excess of what was inevitably doomed; but that amounts to little in the grand aggregate of \$100,000,000 a year consumed. If these beginners had some text-books from which they could learn what experienced firemen have accomplished in the days gone by, there is no doubt but they would be vastly improved in their methods. The sum of all *actual* human knowledge is simply the experiences of ourselves and those who have gone before. Outside of this there is much theorizing and speculation, but positive knowledge only comes by demonstration.

"But, if the American literature of the fire service is, like the Frenchman's frogs in Ireland, an unknown quantity, there is never-

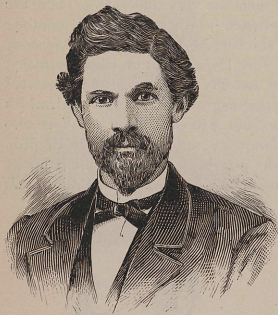


theless a fire literature rich in research and accumulated facts and experiences. This literature consists of able works, written by practical firemen of the old country, upon the fire service in general; of pamphlets and essays, treating of special features of the service; and of essays and learned papers read before the various scientific associations of Europe. I have received a list giving the titles of two hundred and twenty-three such publications, written by German, French, and English authors. Some of them are very elaborate. There are also nineteen publications mentioned which were issued monthly. I have a copy of a 'History of the Fire Service,' written in German, by C. D. Magirus, chief of the Fire Department of Ulm, Germany, consisting of over three hundred and fifty large pages, and illustrated by nearly three hundred fine wood-engravings. It is a work which must have cost between \$2000 and \$3000 to print. I have also several works in the French language; as also others in English, written by James Braidwood, who may be fairly called the father of the fire service in England, and by E. M. Shaw, Mr. Braidwood's successor, and present chief of the London Fire Brigade. The first printed account of which we have knowledge of any fire apparatus was written two hundred and fifty years before the Christian era by Ctesibius Alexandria. Ctesibius was a mechanic, and invented a very crude pump for throwing water. There is a description of it printed in Latin. During the Middle Ages there was comparatively little written upon the subject, although there is abundant evidence to show that fires and even great conflagrations were prevalent. Some rules for fire extinguishment were laid down by the early writers, and there are some accounts, by the special reporters of those days, of disastrous fires. It is not, however, until toward the



Thomas Doyle.

end of the seventeenth century that a distinct and special fire literature is discoverable. The first important work on the subject was printed in the Dutch language, at Amsterdam, in 1690, and bore the following quaint title: 'Description of the newly discovered and Authorized Snake Fire-Engines, and their facilities for Fire Extinguishment; their present use in Amsterdam, and embracing further instruction in regard to their work as compared to the old equip-



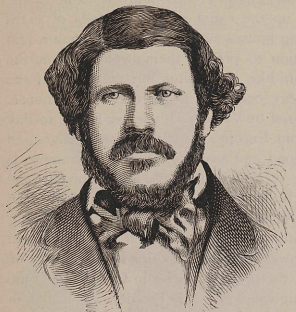
Andrew B. Hodges.

ment for Fire Extinguishment, etc. By Jan Van der Heyde, and Jan Van der Heyde the Younger, General Fire-Master of Amsterdam.' This work was illustrated with eighteen copper-plate engravings, which, though considered excellent at the time, are valuable now only as showing the progress made since then in the art of engraving. This book is of great value, inasmuch as it shows the means previously in use for fire extinguishment, as well as the new machine and fire hose invented by the

author. Here, too, it will be seen, we are indebted to the manufacturer of fire supplies for an important contribution to fire literature. Van der Heyde was not only the inventor of the hand-engine, worked by brakes, but he was also a hose manufacturer, and, I judge, a maker of couplings! An illustration shows his engine to have been a simple tank, mounted on a plank, which could be drawn by one horse; the tank contained the pumps, which were worked by brakes at either end of the machine; this tank was filled with water by means of buckets passed from hand to hand along long lines of men; the water could then be thrown from a pipe on top of the machine, or through a line of 'Snake Hose.' One of the illustrations possesses an historical interest, inasmuch as it represents the great conflagration that occurred in Amster-

dam during his time. In this picture whole blocks of immense buildings are represented to be on fire, while citizens are hurrying about in every direction, carrying off their household goods, or aiding in the working of Van der Heyde's engines, which are conspicuously placed in the foreground; lines of men are filling buckets in the canal and emptying their contents into the engines; others are working at the brakes, others are paddling up the canal with boat-loads of extra buckets, while the neighboring houses swarm with men, women, and children, using every precaution to protect their dwellings from the flames. The scene is very life-like, reminding one decidedly of the excitement created when a fire occurs in a large tenement-house. Engines similar to that invented by Van der Heyde are in use to-day in Paris, and largely throughout Europe. In Paris they are managed by a semi-military organization; and any one, citizen or stranger, is liable to be pressed into the service to man the brakes or pass the buckets. Van der Heyde's book was enlarged and republished in 1735, but the additions were of comparatively little value, being rather in the nature of repetitions of what had been previously well said. Numerous works followed that of Van der Heyde, many of which are still preserved in the public libraries in Germany. One of these, entitled '*Fire Extinguishment with Powder*,' published in 1723, indicates that the corps of sappers and miners was not unknown in those days. One of these contains an illustration of a machine in use in 1578. It resembles a huge sausage-stuffer, mounted on a cart; there is a place near the nozzle where the water was poured in, and in the rear is a screw, which seems to have been the means employed for ejecting the water. There are also illustrations of fire-syringes, little hand-squirts, of which the sausage-stuffer seems to be an overgrown cousin. In 1739 an important work, entitled '*Hydraulic Architecture*,' by M. Belidor, of Paris, contained an elaborate description of the various fire-engines in use, and also of the standing of the fire service at that time. The credit of organizing the fire service in Germany, and of materially improving its apparatus and appliances, is awarded to Dr. Johan Frederick Glaser, who wrote several works upon the subject between the years 1756 and 1786. He is frequently alluded to by subsequent writers as the father of this science. He was a thorough, practical fireman, and gave to the world his experiences in the subjugation of fire, of the best means

for fire prevention, his experiments with salt water, and included much good advice as to the saving of imperiled property. The result of the combined efforts of the writers of this period—something over one hundred years ago—appears to have been the organization of distinct fire companies in Germany, having their officers,



William Guischard.

drill, rules and regulations, etc. No doubt, however, the German system of organization was largely based on the French, full accounts of which had been published in book form at various periods. The most notable of these works is 'The Complete Manual of the Fireman of Paris,' which has run through several editions. It is illustrated with plates, showing the drill of the men, and their various positions at drill. During the past fifty years there has been an abun-

dance of books printed, in German and French, on the fire service, one of the most prolific writers being Mr. C. D. Magirus, chief of the Ulm Department. He is also an inventor, and has produced some valuable fire apparatus. His specialty is the construction of ladders, and his books are profusely illustrated with cuts of his inventions. Some of these are not only exceedingly ingenious, but practical and useful—a combination of qualities but seldom found in apparatus of this kind.

"While I have no desire to present to you a catalogue of European publications relating to the fire service, I cannot in fairness omit mention of the works of Mr. Braidwood, the organizer and chief of first the Edinburgh and subsequently of the London Fire Department, who lost his life while at the post of duty, June 22, 1861. He was educated to be a surveyor and civil engineer, but soon turned his attention to fire matters. At the age of twenty-three he was



placed at the head of the Edinburgh Department, then consisting of a few parish hand-engines, dilapidated and forlorn machines of little capacity, which were manned at fires by such volunteers as could be persuaded to lend a hand. Mr. Braidwood went to work with energy, introduced new and better machines, organized the volunteers on a working basis, and in a few years had created a department that served as a model for all Great Britain. His support came mainly from the insurance companies. In 1833 the London insurance companies called him to take charge of that department, which he did. The same dilapidation and demoralization characterized the London Department that he found at Edinburgh, but he soon brought order out of chaos, and the present London Fire Brigade is the creation of his genius and industry. All that is valuable in it belongs to Mr. Braidwood. Mr. Braidwood published, in 1830, a work entitled 'The Construction of Fire Engines and Apparatus, the Training of Firemen, and the Method of Proceeding in cases of Fire.' In his preface to this work he says: 'Not having been able to find any work on fire-engines in the English language, I have been led to publish the following remarks.' It would seem, therefore, that previous to 1830 the firemen of England were as deficient in fire literature as we are to-day. Mr. Braidwood's book ran through several editions, and is not yet out of print.



Theodore A. Drake.

He also read several valuable essays on the Fire Service before the Institution of Civil Engineers, which were printed in their reports."

There are many of the present generation who know little or nothing of the Old Volunteer Departments from any authentic published records. The old fire laddies did not go to fires in the olden time as they do now.

An alarm was given in the district in which the fire broke out, and the bell tolled for that district. In less than five minutes the engine was on its way, pulled along by scores of lusty arms. It whirled through the streets, marking its passage by the sparks it left in its trail. The fire laddies encouraged one another (especially when another company was in sight), and with renewed efforts on went the engine till the scene of the fire was reached. In a moment the bustle of tumultuous disorder subsided; the pipes were attached to the hydrants, or a suction to a cistern, and away worked the engine, sending huge volumes of water on the burning pile. It was a fight between fire and water, and the elements were at war. The fire



Andrew Marshall.

boys climbed the ladders they had erected and pulled the enormous hose after them. The most intrepid went first, and stood often on the top-most rung while he directed the stream on the flames. Suddenly there was a cry of danger, but the man at the pipe heeded it not. Again and again the cry was re-echoed, and when no alternative was left he reluctantly left his place and descended the ladder, which he felt vibrate beneath his tread as the walls trembled under the

intense heat. He was told to hasten, which he did with wonderful agility, and as he landed on the ground the walls above rocked to and fro, gave one lurch, and with a crash came toppling to the ground. Some were hurt and taken away, while on went the engines still working away and sending their streams of water upon the flames, which little by little subdued their intensity, subsided till they left a mass of vapor and smoke; the water was still thrown on till not a spark was left in the ruins.

It was at one time a favorite recreation with the firemen, when running the engine down a hill, to get it in a car track, and, giving it

an impetus, send it at a fearful rate down the incline, while they, having jumped on it, took a free ride. This recreation was productive of so many accidents, that by a special edict of the chief engineer it was ordered stopped, the penalty being, if a fireman was injured in that manner, he would be entitled to no support from the Department. Very many cases occurred where firemen were hurt by riding down an incline and were refused help by the Department.

The bane of the Volunteer Department of Brooklyn for many years was the system of runners. They used to love to hang around engine-houses, and upon the slightest opportunity would fall into the ranks with the regular firemen. Their principal joy was to run with the engine. They assisted in pulling the engines and originated nearly all the fights. They, having no responsibility to answer for, and no character to lose, thought it a good thing to spoil for a fight on all occasions, and finally became so bad that two fire companies could not meet each other without a fight occurring. The runners were the first in it and always the first out of it, leaving the regular firemen at loggerheads, and of course it was upon those that all blame rested. In consideration of all this, it was forbidden a company to allow any but its own members to run the engine, and all outsiders were prohibited to pull the rope.

The greatest firemen's fight which ever occurred in Brooklyn was one that occurred at the great fire which burnt up a large portion of the city. It broke out on the evening of Saturday, September 9, 1848. At that time, of course, there was no Ridgewood in the city, so no water could be had from hydrants. It was, therefore, necessary to go for water to the docks and convey it up as far as Sands Street. To do this three engines were placed at certain distances up Fulton Street, which pumped water into one another. Firemen in those days felt proud of their engines, and therefore each company endeavored to "wash" the other one's engine. To "wash" meant to throw more water into an engine than it could hold, and thus cause it to overflow. In this case it happened that the engine nearest the river was the best, consequently the second engine was washed by the first and the third by the second. From this apparent worthy emulation some hard words ensued, which soon turned to blows, and a general *mêlée* took place, which was not altogether confined to firemen. There is always enough of people in any gather-

ing who love to join a row, and it was so in this instance. The fight became serious, and but for the interposition of the military might have been classed as a riot. As it was, there were several killed and

a large number wounded.

In the meantime the fire had made considerable headway, and while the firemen were engaged in a personal fight their city was being laid in ashes.

The oldest Brooklyn fireman is as numerous as the oldest inhabitant. The Brooklyn fireman must have been a very immoral fellow in the younger days of the city, if his statements are to be relied on. Ninety-five per cent. of those, according to the press of these days,



John D. Anderson.

made an assertion to this effect: "Many a time I have run to a fire with my clothes in my hand, and put them on as I ran through the street."

Washington Engine Company No. 1 had its headquarters in Front Street, where it was organized in 1823, and for many years "alone was able to take charge of the fires occurring in the then small city of Brooklyn."

As the city rapidly grew, and Brooklyn grew broader and broader, increased facilities were required, and consequently new fire companies sprang into existence, until it was thought before the disbandment of the volunteer system it was as complete and perfect as any organization could be. The act incorporating the Volunteer Fire Department of the Village of Brooklyn is as follows:

WHEREAS, the firemen of the Village of Brooklyn, in Kings County, have by their petition to the Legislature prayed to be incorporated, the more effectually to enable them to provide adequate funds for the relief of indigent and distressed firemen, therefore,

*Be it enacted by the People of the State of New York represented in Senate and Assembly:* That all such persons as now are, or hereafter may be, engineers of the Fire



Department, or firemen belonging to any of the fire-engines and the hook and ladder companies of the village of Brooklyn, shall be and hereby are constituted and declared to be a body politic, in fact and in name, by the name of the "Fire Department of the Village of Brooklyn."

The Fire Department of Brooklyn was divided into two branches, known respectively as the Western and Eastern District branches. The companies in the principal or Western District of the city were divided thus by wards :

First, no company ; Second, No. 1 Engine ; Third, 14 Engine, 1 Hook and Ladder, and 4 Hose ; Fourth, 6 and 17 Engines, and 1 and 2 Hook and Ladder ; Fifth, 7 Engine, 5 and 7 Hose ; Sixth, 2 Engine, 9 Hose ; Seventh, 10 and 12 Engines, and 17 Hose ; Eighth, 21 Engine, 4 Hook and Ladder, and 14 Hose ; Ninth, 4 Engine, 3 Hook and Ladder ; Tenth, 19 and 12 Engines, and 3 Hose ; Eleventh, 5 Engine, 6 and 10 Hose ; Twelfth, 16 Engine ; Twentieth, 9 Engine.

To a steam fire-engine the limit was seventy-five men ; to a hand-engine, sixty-five men ; to a hook and ladder company, forty men ; to a hose company, thirty men.

The Brooklyn Fire Department was directed by a board of representatives composed of two members from each company ; a board of trustees composed of one member nominated by each company and elected by the board of representatives. The duty of the board of



Michael J. Hannan.

representatives was to take charge of all business of the Department and frame the laws necessary for its government, while the board of trustees had charge of the funds of the Department, and had power to lend out money on bond and mortgage.

The board of commissioners was composed of five members, who each held office for five years, one of whom was elected yearly by

the delegates of each company. This board was organized in 1857 for the purpose of settling all disputes between companies or individual firemen.

The board of appeals was organized in 1862 for the purpose of deciding on all appeals from the decisions of the board of commis-

sioners. The board of officers was composed of the foreman of each company, who did little else but nominate candidates for assistant engineer.

The chief engineer was the executive officer of the Fire Department. He had seven assistants, who had the same powers as the chief, when he was absent. The assistants were elected annually, and the chief every two years.

The president of the board of representatives was president of the Fire Department.

The treasurer of the Fire Department was elected by the board of trustees, who, upon going into office, gave security in the sum of \$10,000.

Each company elected their foreman yearly, and he held unlimited sway in his sphere.

The paid employees of the Department were the engineers of each company, whose salary was \$1000 per year; bell-ringers, \$1200; clerk, board of trustees, \$300; and secretary of the board of commissioners, \$500. In 1867 there were three bell-towers, the central one being the City Hall. In each of these, three bell-ringers were employed, who divided the labor. These towers were the property of the Fire Department. In addition there were two bell-towers, the property of the Police Department, one of which was at the then Forty-fourth Police Precinct, in Myrtle Avenue, the other at the Forty-second Precinct in York Street. The latter bell, however, was cracked on July 4, 1866, and was never repaired.



James Lynch.

It was on March 28, 1867, that these bells were put to a peculiar use, and, as the sequel will show, considerable ill feeling was occasioned. On that day the fire commissioners ordered the bells rung for the First and Fourth Districts, the object being to detect company racing and running in the track, a thing that was strictly prohibited. The following companies were reported: Engines 1, 5, 6, 14, 17, 19, 22; Hose Companies 1, 2, 5, 6, 7, 8; and Hook and Ladder Companies Nos. 1 and 2. By order of the chief engineer all of the above were locked up. On the following morning, when Chief Engineer Cunningham



R. A. Williams.

ascertained why the bells were rung, he procured warrants for the arrest of the fire commissioners, Felix Campbell, Stryker, Barre, and Thorne, for ordering the bells rung. They were brought before Judge Buckley, who held them to await the action of the Grand Jury. The very next evening the commissioners released the companies locked up, and the Grand Jury did not indict.

In the early days of the Old Volunteer Fire Department the members encountered many trying difficulties in fighting fires, chief among which was a lack of water. For years they were obliged to



Daniel J. O'Riley.

depend solely upon what water might be pumped from a pond near by, or that afforded by a system of cisterns provided by the city. The latter, however, often proved to be inadequate to supply the demand, while at as recent a date as 1847 but fifty public cisterns existed in the city of Brooklyn.

The annoyance attending a lack of water at a fire in time afforded a topic of general interest to property-holders and others, who demanded more adequate protection against

fire, and who finally succeeded in arousing the authorities to a sense of their duty. In 1859, at a fire in Schenck Street, near Willoughby Avenue, a row of small wooden houses were being rapidly consumed. The engines hurried to the scene in response to an alarm, and at once prepared to "get to work," "stretch in," and "darken her down," as the vernacular ran in those days.

After anxiously hunting for water it was finally discovered that there was no public cistern in the vicinity. The firemen, being thus rendered powerless, stood despairingly by their different machines, waiting, Micawber-like, "for something to turn up." At the time I allude to, a hydrant was situated at the corner of Schenck Street and Myrtle Avenue. No one present, as a fireman, imagined for one moment that a powerful aid to their efforts in extinguishing a fire lay within easy reach, until Dave Rodgers, ex-foreman of Engine No. 10 unscrewed the cap on the hydrant and attached to it the hose of his own engine. The unlooked-for appearance of a volume



of water at this juncture seemed miraculous. Such an extraordinary pressure was obtained at the time as to necessitate the partial shutting off of the supply. This action was rendered necessary in order to prevent the bursting of hose and also to avoid the danger of "washing" the engines, which were now busily engaged in taking water.

Cheer upon cheer went up from the gratified by-standers upon the discovery of this unexpected and exceedingly welcome auxiliary. Meanwhile the row of buildings had been totally destroyed. After relinquishing all hope of being able to save any portion of the burning property, the firemen attached a length of hose to the hydrant, and succeeded in throwing a horizontal stream a distance of one hundred and twenty-five feet. The nozzle used on this occasion was one and a quarter inches in diameter.

The desirable result thus obtained regarding the supply of water at once attracted the attention of the authorities, who immediately ordered the use of hydrants in every instance where available.

As time progressed, additional improvements in the equipment of the different companies were ordered, and further protection against possible fire became a subject of interest to the citizens of Brooklyn.

Early in the history of the Department those of a practical turn of mind could not fail to see that under existing circumstances the gradual increase in the number of buildings and population would of necessity require a proportionate increase in the number of firemen. How to provide in case of an extensive conflagration for the relief of those manning the brakes for hours seemed to be for years a problem with many interested in the welfare of firemen.



Geo. A. Wallis.

After considerable discussion and the entertainment of a score of suggestions from different sources bearing upon the subject, it was finally decided that certain members sleep at their respective engine-houses, and thereby be in readiness at the first tap of the bell.

Hose Company No. 2 was first to adopt the plan of "bunkers," and in 1859 the city built an additional story to that company's quarters; the latter meanwhile furnishing beds and bedding for the use of the new contingent. Bunkers were as a rule unmarried men, and subsequently proved to be a valuable aid to the different companies when engaged at an obstinate fire. The following lines containing an allusion to bunkers will, perhaps, more fully illustrate the peculiar duties attached to that position. The effusion is from the pen of a former member of Pacific Engine No. 14, and was written upon the occasion of the purchase, at their own expense, by members of that organization of a new steamer. It is entitled

"FAREWELL TO OLD FOURTEEN HAND-ENGINE."

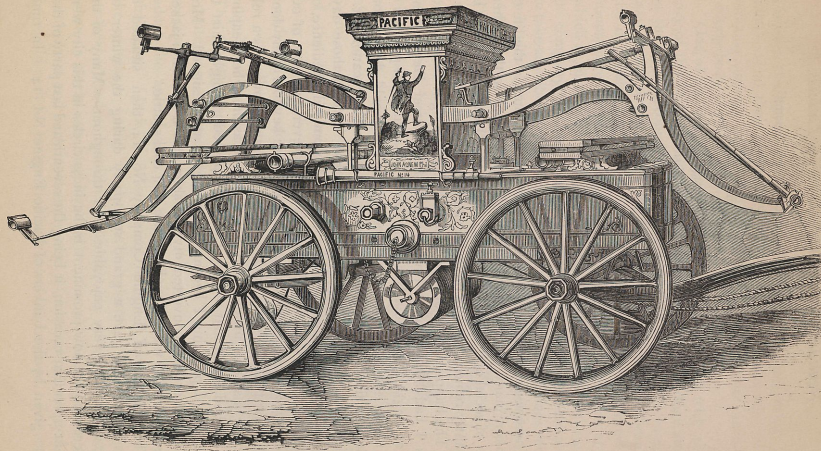
Farewell, old gal, a long farewell,  
Your days of usefulness are o'er;  
Who can your future life foretell,  
When you have left your native shore?

Perhaps amid the marshy fields  
Of old New Jersey you may roam;  
Or some Long Island town will claim  
Your ponderous beauties as her own.

Or, yet, may be in yonder yard  
Of corporation you may rot;  
Your name, your number, e'en your fame,  
By all who loved it be forgot.

No more shall "bunkers" roused from sleep  
By yonder bell rush for your tongue;  
Or wake the echoes of the street  
As onward to the fire they run.

No more upon the creaking brakes  
Shall we your weary children lie;  
To listen for the words "take up,"  
Responding with a glad "hi, hi."



Pacific Hand-Engine No. 14.

No more shall Bogart (treacherous youth)  
With oily palms your form caress;  
He loves another—and this truth  
Will soon your trusting mind possess.

For lo! there comes upon the scene  
A lass who sings the songs of steam;  
Who will your faithful laddies win,  
And craze you with her horrid din.

But then, old gal, one parting toast  
To old acquaintance we will give;  
While the new lady is our boast,  
The old one in our hearts shall live.

There were many interesting and amusing incidents in the life of a bunker, many of whom are to-day holding positions in the highest walks of social and financial circles. "Cory O'Lanus," who will be pleasantly remembered by old-time vamps, once said to me:

"The happiest days of my life were spent among firemen. For years I had been identified with the Old Volunteer Department, until at length I became a Benedict. Mrs. O'Lanus, with perhaps a view to my possible reformation, decided that I should desist from running to fires, claiming that it was not a proper vocation for a married man. You, of course, know that fires were in those days in the habit of breaking out in the night. I promised obedience, of course. The boys would not have it so, however, and one of our bunkers was instructed to shout fire through the keyhole of my door, at the same time shying a brick at my bedroom window. As a rule I became instantly awake, and upon one occasion, when leaping from my bed, found that my good wife had pinned my night-shirt to the sheet. Upon this I became discouraged, and resigned. Mrs. O'Lanus afterward converted my red shirt into a Garibaldi jacket, while my fire hat was pressed into use as a coal scuttle."

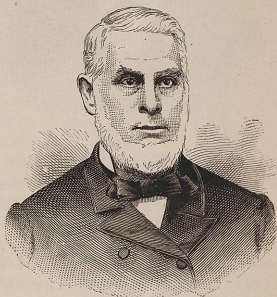
The bunkers of Engine Company No. 14, then situated in Pierrepont Street, gave a grand stag-party during the winter of 1867, which was a very enjoyable affair throughout. Many of the bunkers who are now prominent in business circles in this city were present upon that occasion, it being the seventh and last party of that nature given by the bunkers of Pacific Engine No. 14. In time,



however, the fraternity of bunkers fell into disrepute, owing to the admission to their ranks of certain vicious individuals, who, by their ruffianly actions, brought disgrace upon an otherwise useful and orderly body of men.

One of the most interesting subjects in connection with the history of the Old Volunteer Department is that of the dogs attached to the various companies. There is not to day an old vamp who may chance to read my work who has not a vivid remembrance of the dog belonging to his own or some rival organization. The utmost care and attention were lavished upon the intelligent animals, which in turn knew, to a man, each particular individual belonging to the company by which they were claimed. No outsider would attempt to take any liberty with an engine dog; while itinerant canines, seeming to intuitively apprehend danger, studiously avoided approaching the vicinity of an engine-house.

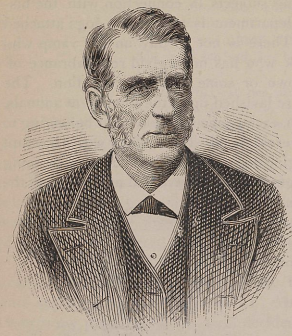
The most famous dog belonging to the Old Volunteer Department was "Jack," who was owned by members of Hose Company No. 9. One cold night during the winter of 1859, a poor trembling brute stood outside the door of the hose-house. Upon being admitted he crouched beside the warm stove, where he was allowed to remain unmolested until morning. The intelligent look in his countenance prompted the members of the company to



Joseph Reeve.

adopt the animal as a pet, and without further ado he was duly christened "Jack." After having remained for some time with the company, finally he became cognizant of the fact that the bunkers wished to awaken at the first tap of the bell. Later on, when an alarm was rung in at night he would instantly dash to the bunk-room and bark incessantly until all hands were aroused, when he would rush for his position in front of the carriage. For a period

of nine years he faithfully performed this duty, dying in 1868 from injuries received while at a fire. In 1867, Union Engine No. 5 procured a very intelligent Newfoundland dog, which had formerly been connected with the New York Department. He could readily un-



Moses Chichester.

derstand the difference between the striking of the hour upon the bell, and that of an alarm of fire. Hose Company No. 7 possessed one of the most intelligent dogs in the Department. He was also of the Newfoundland breed, and answered to the name of "Crow." During the night he could with safety be relied upon to awaken all hands after he had heard the first round on the bell announcing a fire. "Crow" took his name from the soubriquet by which a once popular foreman of that

company was known. He was an exceedingly clever animal and a universal favorite with members of the hose company.

No. 7 Engine had a dog, a cross between a St. Bernard and Newfoundland. He was five years old when received, and was a valuable attaché to the company, never failing to notify the members at the first tap of the bell for a fire.

Hook and Ladder Company No 1 had in their possession a coach dog. The latter was also trained to arouse the bunkers at night, and always faithfully performed that duty. He always ran ahead of the company when proceeding to a fire, and invariably accompanied the men when entering a burning dwelling. He was highly prized by the members of Truck 1, who lavished upon the pet all the care and attention usually shown to valuable canines.

The dog owned by Engine Company No. 20 was known as "Met." The latter was a foundling, and the members of No. 20

raised him from his puppyhood until he had attained his full growth. As in other companies owning dogs, "Met" was trained to distinguish the "calls," from the first tap, until the signal, "all right," was indicated by twenty strokes on the bell. "Met," it is claimed, prevented many accidents by running ahead of the company, snapping to the right and left at any person crossing his path, while, at the same time, he kept up an incessant barking in order to warn drivers of vehicles that the engine was approaching. He invariably accompanied the pipemen into any burning building where their services were required.

A conspicuous feature of the visit of Warren Hose No. 29 of Philadelphia to this city in June, 1865, was their dog "Bill," which accompanied the visitors. He was a snuff-colored spaniel, with pendent ears and long hair falling to his fore-shoulders. From this point to the extremity of his tail "Bill" had evidently narrowly escaped the barber's razor. "No. 29," in raised silver letters, ornamented the collar about his neck. He proved himself to be an excellent forager beneath the banquet table at Montague Hall. His back, which was as smooth as the shaven crown of a monk, attracted the attention of the Brooklyn Fire Laddies. "Bill" had no Brooklyn company's dog to receive him, owing to the latter's well-known desire to chew up all new-made acquaintances. Probably the most intelligent and useful dog was the one owned by 8 Hose of the Eastern District during the latter days of the Department.

The Volunteer Department of Brooklyn was from its earliest days noted for the lavishness of its display upon all occasions of public parades, or when engaged in receiving visiting organizations from other cities. Every provision tending to make these affairs a success was made. Those only in the Department were appointed upon the committee of arrangements, who were well-known and



Captain Woglom.

prominent citizens of Brooklyn. Visiting firemen and others were thus afforded an opportunity to witness a pageant such as was rarely seen in other cities upon like occasions. Old-time vamps of the present day love to dwell over scenes of the past, and in calling up old memories; the incidents of the old-time parades are the pleasantest in their recollections.

One of the most imposing, and at the same time the largest, firemen's parade ever witnessed in Brooklyn took place upon the occasion of the visit to that city of Engine Company No. 7, of Philadelphia. There were in line from the Eastern District three engines—Nos. 5, 7, and 13; three hose carriages—Nos. 3, 4, and 8; and Truck 1. The Western District furnished eleven engines—Nos.

1, 2, 3, 4, 6, 7, 9, 12, 17, 21, and 22; Hose Companies 1, 4, 5, 8, 10, 11, 14, 16, and 17; and Truck Companies Nos. 1, 3, and 5, making a total of thirty companies and comprising fifteen hundred men.



Philip Duffy.

After a short march through the principal streets the column halted in front of the City Hall, where the companies were dismissed. During the evening the visitors were tendered a banquet at Union Hotel. Every possible attention was paid to the Philadelphia guests, who were loud in their praise

at the many courtesies extended them. When taking their departure for home the visiting firemen were escorted to the depot by the Brooklyn companies, preceded by bands. Prominent in this procession appeared Chiefs Cunningham and Doyle, accompanied by their aids. The affair throughout was a decided success, and was long pleasantly remembered by all who participated in it.

In the days of the Old Volunteer Department target companies were very numerous, and the members of them were principally fire laddies. The "Constitution Blues," composed almost wholly of



members of Constitution No. 7, was one of the most famous of these target companies. They annually paraded as an organization, and repaired to East New York to enjoy a day's shooting. The last parade of the kind made by the "Blues" was on November 15, 1866. The day was stormy and bitterly cold, nevertheless the company decided to reach East New York on schedule time. Arriving at their destination, a target was at once erected, and the "Blues" peppered away at it until evening, when they returned to Brooklyn. The remainder of the night was spent in dancing and other pleasantries. Like New York firemen, the Brooklyn laddies were first to respond to the call for men at the beginning of hostilities between North and South. The various Brooklyn regiments were largely composed of firemen. The "Old Fourteenth" seemed to be the favorite organization with the firemen, and upon the return home from the seat of war of that regiment, in 1864, a grand reception was tendered them by members of the different fire and militia companies. There were but few remaining of the many brave firemen who, in May, 1861, left Fort Greene eleven hundred strong. One hundred and forty men only appeared in line on the occasion, and these few received their due share of attention and praise from their old companions and the citizens of Brooklyn.

Washington Engine No. 1 visited Philadelphia in August, 1867. Their steamer, handsomely decorated, arrived in safety at the Walnut Street wharf. The company comprised seventy-five members, and was accompanied by the Fourteenth Regiment band. Captain Lahey, now of Engine No. 6, was in command, with William J. Roach as his assistant. A flattering reception was tendered the visitors by the Philadelphia firemen, who inaugurated a grand torch-light procession in honor of their guests. After a very enjoyable visit, lasting nearly two days, the company returned home, and was received by Franklin Engine No. 3 at Jersey City. After a parade, the house of Engine 3 was visited, where a banquet was served. The utmost good-fellowship was displayed upon this occasion, which, together with their visit to Philadelphia, proved to be a red-letter day in the history of Washington Engine No. 1.

In June, 1865, Constitution Engine No. 7 received the visiting members of Warren Hose No. 29, of Philadelphia, and in the evening escorted them to Montague Hall. There a sumptuous banquet

was spread for two hundred persons. Hon. William Lewis, ex-State Treasurer, in behalf of Engine 7, delivered an address welcoming the visiting firemen to the city of Brooklyn. After partaking freely of the good things, a line of march was formed, with Chief Engineer Cunningham acting as Grand Marshal. The companies paraded through the principal streets, passing the different engine-houses, and finally halting in front of that of 7 Engine, where the procession was reviewed and formally dismissed. A collation was next partaken of in the engine-house, and speeches made by Mr. James Lynch, Judges Buckley and Boerum, and Hon. William Lewis.



James K. Leggett.

The following day the visitors left for New York, well pleased with their kind reception while in Brooklyn.

The return home from a very pleasant trip to Elizabeth, N. J., of Constitution No. 7 was the occasion of a short parade in their honor. The engine was literally loaded with flowers, presented by the ladies of Elizabeth.

The numerous fire-engine trials indulged in by the fire laddies of the volunteer force proved to be a source of considerable pleasure to those engaged therein and to their numerous friends. There was great rivalry between the various companies during those days, and it had its good result in very many ways.

Many of the old volunteer firemen will remember with pleasure the great fire-engine match which took place at New Haven, Conn., years ago. Brooklyn was represented during the contest by Franklin Engine No. 3 and Phoenix Engine No. 12. It was anticipated that the great force possessed by the engines would cause a rupture of the hose. This looked-for mishap unfortunately did take place, the hose of both apparatuses giving out during the trial. A very cordial reception was tendered both Brooklyn companies upon their arrival in New Haven, when they were escorted to the quarters of Neptune No. 6, of that city. At 9 A. M. on the day of the contest, the various companies assembled in line and marched amid hearty cheers and a shower of flowers to the State House. The foremen then drew lots to decide which should be first to attempt the feat of throwing a stream one hundred and eighty feet high. Engine No. 3, of Brooklyn, was assigned a place in the fifth trial, and in the seventeenth Engine 12 secured a place. The four engines which made the first trials were unable to attain a height of one hundred and forty feet. In the fifth trial Engine 3 of Brooklyn, at the first attempt, burst her hose. At the second attempt, and after reaching an altitude of one hundred and forty-eight feet, she again burst her hose, and was declared to be disabled. Upon the seventeenth trial Engine 12, of Brooklyn, also burst her hose at the first attempt, although having attained a height of one hundred and forty-nine feet.

At the second trial No. 12 succeeded in reaching the third highest altitude attained by any of the competitors and was awarded third prize—a purse of \$100. Thirteen engines entered the contest, each playing through 450 feet of hose. The first prize of \$500 was awarded to Peppowan Company, of Stamford, Conn., whose stream reached a height of 153 feet. The second prize of \$200 was won by Damper No. 4, of Hartford, Conn.

The well-fought contest in 1851 between Engines Nos. 7 and 2, of Brooklyn, caused a ripple of excitement among firemen at that

date. The judges reported that Engine 7 took suction from the river, and washed No. 2 in less than five minutes. After being washed, her builder, Mr. Van Ness, pronounced her in good condition. Both engines played through four lengths of hose for nearly five minutes. Time being called they were started fairly, and during the first half minute No. 2 was working 110 strokes, but on the tenth half minute had lowered to 88 strokes. Engine 7 made 298 strokes during the second half minute, and maintained this stroke until the ninth half minute, when No. 2 was declared washed. This match was played at Fulton Ferry and was witnessed by fully two-thirds of the population of Brooklyn.

In 1858, at the celebrated fire-engine match in Albany, Engine No. 3, of Brooklyn, carried off the honors, and was declared to be the



Michael Kennedy.

champion hand-engine in the State. Later on she was challenged by Engine No. 31, of New York City, and Engine No. 4, of Lansingburg, N. Y. Both of these engines were easily defeated by the Brooklyn boys. At the playing match, between Engines Nos. 1 and 6, in 1850, when the order to cease was given, it was found that No. 1 had been beaten by six inches. This was discovered after measuring the boxes of both engines. Many hundreds of dollars



changed hands upon the result of this match, which is still remembered by many old-timers.

One of the greatest playing matches up to 1837 was the contest between Engines No. 7 and 6, at the foot of Adams Street, in August of that year. Nearly the entire population of Brooklyn was present. A very large delegation of New York firemen were likewise present, and took great interest in the contest. It was a fierce struggle with each company for the mastery, showing that the engines were very evenly matched. The contest, however, resulted in the defeat of Engine No. 6.

When Cyrus P. Smith was mayor of Brooklyn, a playing match was arranged between Washington Engine Company No. 1 and Eagle Engine Company No. 4, to take place at the City Hall. His honor heard of the proposed match, and determined that it should not



John McCauley.

come off. He said that in his judgment such contests only engendered ill-feeling, and were of no real good. Consequently, he issued an order forbidding it. The members of both companies were highly incensed at the action taken by the mayor, who, they claimed, had no right to interfere in the matter. They decided to have the match take place at all hazards; upon learning which the mayor promptly ordered the houses of each company to be locked. The police were ordered first to the house of Engine 4, where they placed a padlock on the door, regardless of the objections made by Frank Spinola, who was then foreman of the company. The members of No. 1, upon hearing of the action taken by the police, muffled the wheels of their engine with old carpets, rolled her out of the house, and down through Stewart's Alley to a stable in Water Street. Here they ran her in, and covered her with hay. When the mayor learned of the occurrence he called personally at the engine-house, and threatened to send the members

of the company to jail if they attempted to roll to a fire or enter into a playing-match.

No match took place, as No. 4 was locked up and guarded by two policemen, while No. 1 remained in the stable for twenty-four hours.

In 1857, the chief engineer of the Eastern District gave notice that he would allow no matches or contests between engine companies to take place without first obtaining the consent of the Common Council. This occurred at a time when a match between Engines Nos. 6 and 10 had been agreed upon. This step was taken in order to test the Common Council, the members of which it was known were opposed to engine contests. The match between the two



Burning of the Catholic Orphan Asylum, November 9, 1862.

engines was in consequence declared off. In 1856, members of Washington Engine No. 1 brought home a new engine, which they tried at the City Hall Park, New York. An effort was made by the boys to throw a stream over the head of Justice on the City Hall, but the attempt was a complete failure.

It frequently happened during these trials that the presence of certain individuals would have a visible effect upon the actions of the contestants. Sheriff Farley, who was then popularly addressed as "Buck," was one of these. He was himself a noted athlete, and took a very great interest in witnessing feats of strength. While

waiting for the arrival of a contesting engine he was, as a rule, surrounded by a coterie of friends, with whom he was constantly cracking jokes. Frank Spinola was another admirer of brawn and muscle. The boys were wont to call him, even in those days, "Shirt Collar," owing to a habit he indulged in of putting his collar over his head in order to keep that portion of his anatomy warm. Many funny stories used to be told at these contests. One was that ex-Alderman Oakley always carried an umbrella when running to a fire; another that P. B. Anderson, at one time of Washington No. 1, had upon one occasion drawn his engine to a fire without any assistance whatever. Betting also was largely indulged in on those occasions; though, as a rule, it was honest, no man ever dreaming of wagering on any but his own machine.

I must not fail to mention here some of the more prominent engines of the Old Department, their location at the time, and a few of the members belonging to each, many of whom, by their honesty and perseverance, have attained prominent positions in the social, financial, and political circles of Brooklyn and elsewhere.

They say best men are molded out of faults;  
And, for the most, become much more the better  
For being a little bad.

Washington 1 was among the first real good "tubs" that attempted to battle with the fiery element. It lay on Prospect Street, near Main Street. It was known as the "silk-stocking" company in former days, and among the old-timers who ran "with their clothes in their hands" were

UNCLE JOHN PARIE, who now resides on Clinton Place, and has grandchildren to whom he tells the stories of long ago.



Joseph L. Firm.

BURDETT STRYKER, who later became well known in social and political circles, also yanked the tongue of old Washington 1.

P. B. ANDERSON frequently tells how he drew the self-same machine to a fire, and didn't have any assistance, either.

JOHN PHILIPS, at one time an alderman and wealthy citizen of the Fifth Ward, could no doubt tell a good story if alive. He died several years ago.

THOMAS H. REDDEN was also a member of this distinguished machine. He, too, was an alderman, in years gone by.

JUDGE WILLIAM M. BOERUM was one of 1's laddies, and was afterward a fire commissioner.

PATRICK LAHEY, now of No. 6 (paid Department), was one of the "old stock" on No. 1.

JOHN WALKER, the plumber, once yelled his lungs sore while leading No. 1 to do battle with the flames.

WILLIAM FITCH, now in South America, waved the trumpet in advance of No. 1.

Neptune 2 had the honor of claiming old James McQueen as a member. This engine was afterward known as "Rooster Two," and Mr. William Vanderveer, now one of the governors of Coney Island, once held her "butt."

Of Franklin 3's old fellows, Robert Luckey, the Fulton Street clothier, is well and favorably known.

ISRAEL J. VELSOR once ran with 3. He was foreman and afterward chief engineer of the Department.

ROBERT BARR was another of 3's men, and was afterward a surveyor of the Firemen's Insurance Company.

Eagle 4 had enrolled among its first members my old friend, General Frank Spinola, who used to run ahead and pull his collar over his head to keep him warm.

The well-known John Cashaw was also a member of No. 4. This engine afterward changed its name to "Good-will 4," and many Ninth Ward politicians graduated from it.

FRANCIS MCNEELY, afterward keeper of the Penitentiary, was one of them. He long since answered the "general alarm."

Union 5 had on its force such well-known names as Thomas Giddings, Harry Gargoine, John Lawrence, Dennis McNamara (formerly city clerk), John H. Farrell (Jay Street undertaker),



Thomas Martin, now custodian of the court-house, Peter Fitzpatrick, and others equally well known.

Protection 6 claimed for its own, amongst others, ex-Judge James Cornwell, Thomas Walton, William Brown, Jeremiah Chadwick, William Taylor, and others.

Constitution 7.—John J. Green, ex-Chief Cunningham, also of 2 Engine, John McLoughlin, James Hurly, James Lynch, afterward alderman and then city auditor, and now superintendent of the repair shops of the present Department; ex-Street Commissioner Bob Furey, ex-Tax Collector William Furey, now Commissioner of Jurors, Michael Kennedy, "Gill" Burns, ex-Governor of the Penitentiary, James Shevlin, Samuel Huestis, ex-Judge Buckley, ex-Alderman Campbell, and others. The machine first lay at Hudson Avenue and Prospect Street, and afterward changed its quarters to Front Street, near Bridge Street.

Niagara 8 at one time was known as "Water Witch 8," and was the engine that took the first prize at the World's Fair in 1855-'56. In her time she was manned by such laddies as Water Purveyor, John Rhodes, C. F. Elwell, J. B. White, now of the Guion Line, William Hulstead, John Wright, ex-Alderman Oakley, of whom it is said he used to go to a fire with an umbrella over his head.

Old No. 9 had among its members Uncle Joseph Whiting, afterward chief engineer, ex-Auditor Sim Searing, ex-Commissioner Mark Traynor, Munson S. and Peter C. Brown, now of Myrtle Avenue, and such-like solid men.

No. 10 was manned by what were known as the "Market Boys." Hers was the first company that ever opened a fire-hydrant when the Ridgewood water was first introduced. David Dobson, David Rogers and others were there.

Jackson 11 lay on High Street near the old Eastern Market. In this market there was a bell which was always rung at an alarm. Many an old fireman will blush and look guilty when he reads the facts, that it was a frequent trick of the old-timers, when they were scarce, to ring the bell, start a false alarm, and get the boys out. Such men as William Bloodgood, of the "Old Three-mile House"; Stephen Phillips, an old-time fire commissioner; Richard Cameron, afterward of Truck 2, and now of Engine 14; Patrick Crook, ex-court clerk, who now carries the keys of the

Seventh Ward; and ex-comptroller Thomas Farron, belonged to this machine.

Phenix 12, in the old days spelled with a diphthong, owning the only "Boston tub" ever owned in Brooklyn, once had William Juliam, Richard Berry, Benjamin Wood, afterward president of the Department, on its rope.

No. 13, formerly of Atlantic Avenue and Court Street, was short-lived. Peter Green, John C. Roache, and others fought, bled, but didn't die with her.

Pacific 14, of "Love Lane," near Henry Street, claims such men as Frederick Massey, Smith Bayliss, Jay Prayor, Harry B. Williams, Joseph Leggett, and James Leggett.

No. 15, formerly known as the "Dutch Kills" Company, was afterward changed to Hose 9, and still later the members went over to Engine 8.

Mount Prospect 16, then at State and Nevins streets, was disbanded, and was afterward known as "Hibernica." Ex-Supervisor John Curran, and William Dowd, afterward bell-ringer, were members. The boys were known as the "Terrors of the Point."

Brooklyn 17 was organized in September, 1848. She first lay on Washington Street, near Johnston Street; afterward on Lawrence Street, near Myrtle Avenue, and then on Jay Street near Willoughby Street, where the present headquarters now is. Among the members in the long ago may be mentioned:

GEORGE K. ACKERMAN, who also belonged to a number of other companies.

WILLIAM BURRELL, ex-Comptroller, ex-County Treasurer, etc. I may here say that Mr. Burrell has done more for the old "fire laddies" than any man I can mention. He was for a long time steward of the Exempt Firemen's Association, and when a deficiency arose in the funds, he borrowed money in his own name to make up the discrepancy, and became personally responsible for it. He ran the funds of the association up to \$85,000, during his term of office. He has been a worker ever since he became a fireman, and a very good worker too.

WILLIAM S. WRIGHT, JOHN H. RHODES, and others, were among his contemporaries of "ye olden time."

No. 18, in the olden time, lay on Court Street near Butler Street. It was afterward disbanded, and the members joined No. 19, in

Pacific Street near Court Street. Such men as Peter Green, James McGarry, John McCauley, and others, ran with this machine.

No. 20 lay in Fulton Street near Adelphi Street. David Simpson, Nicholas Petitt, John Doris, and others were members.

Putnam 21, of Gowanus, lay on Fourth Avenue, near Eighteenth Street. The Putnam Association of South Brooklyn is an offshoot of the machine. John McIntyre, John Delmar, Charles Vaughan, Charles Foley, James Keenan, John T. Reeves, and other solid men of Gowanus (now Prospect Heights) were members of old Putnam and Hose 16, into which it was afterward twisted.

No. 22, now No. 4, was short-lived. James Dickey was one of its prominent members in its day.

Each engine now has its own tender, but years ago the hose-carriages ran on their own hook. The old fellows of these were John T. Finn, the statistician and coal merchant of Navy Street and DeKalb Avenue; Robert Story and Samuel Stewart, both now gathered to their fathers; ex-Fire Marshal A. B. Thorne, P. C. Burke, Robert Malcomb, George Merrall, Charles Buckwitz, Charles Langley, and George G. Dunning were among those who aided John T. Finn in hauling Hose 1 to the old-time fires. She was the oldest hose-carriage in the city.

No. 2 lay in Jay Street, near Tillary, and claimed ex-Sheriff Anthony Campbell, Stephen Mann, Andrew Underhill, John Underhill, J. S. White, and Samuel Avila for their own.

No. 3, which lay in Hoyt Street, near Livingston, was at one time manned by Ferral Ward, Z. B. St. John, Louis Quest, Jacob Weeks, and others.

No. 4, in Love Lane, had Thomas McGonnigle, William Underhill, and many others.

Frontier 5 deserves special mention. She first lay in the yard of the Quevedo Home, at York Street and Hudson Avenue. She was afterward moved to Hudson Avenue, near the Martyrs' Tomb-opposite Front Street. Frank Quevedo was at one time foreman of the carriage. He afterward declined the honor, preferring to remain in the ranks. The members of this company were always on the *qui vive*. In this respect, it may be mentioned that after the morning of the big fire on Fulton Street, Foreman Quevedo discovered that he had slept while the city was burning down. Ex-County

Clerk John J. White, Peter Patterson, John Murphy, John Flannigan, Thomas Gardiner, afterward county treasurer for many years; Thomas Kerrigan, Bernard McGrath, John Connolly, Henry Adair, Charles B. Farley, John J. Carey, Thomas Donnelly, and others, were firemen in turn with this machine.

Americus<sup>6</sup> had on her roll A. F. Campbell, James Kidmore, Richard Lamb, Edward Gardiner, and last, but by no means least, Judge John J. Courtney, who was at one time foreman of this company.

Hose 7, the old Tillary and Bridge Street machine, carried the plumè for many years. Among her members were George Ward, Daniel Downey, D. McColgan, P. Boyle, Robert Murray, William Martin, and Patrick Downey.

"Water Witch" 8 had James Deane, George Grove, William Corcoran, and others.

No. 9 had on its roll Dominick Roache, ex-assemblyman, and at one time the efficient secretary of the Board of Assessors.

No. 10, in the away back, lay in Carlton Avenue, near Fulton Street. Among the members of the company were ex-Alderman Dayton, J. W. Wright, George Yates, and others.

In connection with the remaining companies of the old days may be mentioned No. 11, John Gates; No. 12, John Cashaw and Laurence Blakely; No. 13, No. 14, No. 15, No. 16, No. 17, were all short-lived, and their members have been mentioned in other connections.

There were in the old times five trucks.

No. 1 lay in Firemen's Hall on Henry Street. Joseph Montross was foreman of it for many years, and was the first City Hall bell-ringer. Henry Dawson, Edward Kollemeyer, Washington Day, of the Citizens' Gas Company, and others, belonged to it.

No. 2 had Samuel Bowden, William H. Barker, clerk in the Assembly, and others.

No. 3 had Hugh F. Campbell, William Brown, Foreman Rollins, James Campbell, Frank Munson, and others.

No. 4 had Abraham Degraw, who was killed by a falling wall during the memorable Court Street fire; Thomas Victory, "the terror of the water front," and others.

In addition to the machines mentioned, there was an old bucket company which carted buckets around in "the old hearse." The



members were among those named above, and tradition says that they used to sit on the fence and watch the fires go out.

These old-time firemen are still at it, some on active duty, and others who belong to the organization known as the Exempt Firemen's Association of the City of Brooklyn. The officers of this Board are at present: President, John T. Finn; Monroe F. Connor, vice-president; Theo. Drake, recording secretary; Timothy M. Burnett, financial secretary; William Burrell, treasurer. Trustees—William H. Noe, William Brown, Theo. A. Drake, A. V. W. Tandy, and William H. Kent. The association was organized in 1862 and incorporated in 1872. The meetings are held monthly in the basement of the City Hall.

In connection also with the Old Department there is a board of trustees, which number thirty-five. They have charge of what is known as the Widows' and Orphans' Fund, and they have now \$92,000 in their treasury. Each widow of an old-time member is entitled to receive five dollars quarterly, and a certain amount is paid for the support of each child. About one hundred widows receive benefits from the fund.

A prominent divine of Brooklyn, recently speaking with me about firemen, said in substance as follows: "To properly appreciate the firemen of to-day, one must have some knowledge of what he was twenty-five years ago. The relation sustained by the watchman to the policeman is a close analogy to that of the fire-boy of the past to the fireman of the present. You no doubt recall (and not without a thrill of excitement even now) the days of the Volunteer Fire Department. When the bell clanged the alarm from the watchtower, telling the number of the district in which the fire was supposed to be located, business was forgotten, the tools of trade deserted, and the enthusiastic members of the companies rushed to their respective engine or hose house. Then came the long line, tugging at the rope of the lumbering machine; the foreman, racing on before, shouting hoarse orders through the trumpet; the yelling, crowding mob; the racing with rival companies; the collisions, which materially increased the interest of all concerned, and, at last, the smoke and flame announced the end of the race.

"Many a deed of bravery has been chronicled of the men who 'ran with the machine' years ago—how heroically they battled

against the foe ; and when the victory was gained, their enthusiasm often found fresh material for its exercise in battles with one another. Who can forget who lived in the days of which I speak the surging mob around its favorite company, cheering or cursing, until the sharp strokes of the alarm-bell became a signal to be feared, not more for the flames than for the blows which too frequently followed their extinguishment. All honor to the men who fought the flames in the years that have passed ! But a new era dawned. With the advent of steam as applied to fires, the beginning of the end had come. A little while and the new order of affairs was inaugurated. 'Mose,' the typical fire-boy, was to exist only in the annals of the past. He is no more. He is as strangely weird to the imagination of the boys of 1885 as the monsters of Geologic time. The days of romance are no more. To fight the flames is now a plain matter-of-fact business. To-day, the well-drilled fire battalion moves to its work with military order. The clang of the alarm-bell no longer startles the sleeper. In its place the voice of the electric messenger calls to duty. Truly old things have passed away. The system as practiced in this and other cities is, as already intimated, of military exactness. Each man has his duty, and his drill fits him for its performance.

"Our firemen are not appreciated as they deserve. Think of their alertness and fidelity to duty. Imagine yourself for a moment in a well-appointed engine-house. All is quiet and orderly ; suddenly the gong gives forth the alarm with its quick, sharp strokes. Instantly all is activity, but no confusion ; the horses are released from their stalls, spring to their places before the engine or hose-cart ; men are at their stations ; the torch is thrust into the fuel already prepared ; the doors are opened ; the entire apparatus is whirling onward to the fire. Look at your watch. All this performed in from ten to fifteen seconds. Think of the bravery, the heroism of these men. Orders must be obeyed, no matter at what amount of risk. Like the famous Light Brigade, there is but 'to do,' and, if need be, 'die.'

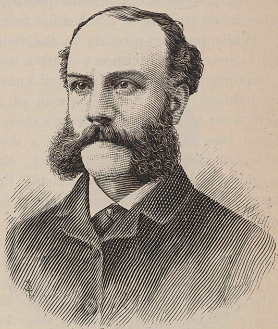
"Many and noble have been the acts of personal daring among the men of our Fire Department. On the afternoon of December 18, 1884, flames seized upon the building of the St. John's Home. The alarm is delayed. The building is without the means of escape provided by law. Helpless little ones perish. As the flames roll up

shrieks are heard, and away up on the roof is a boy who has clambered there in the hope of escape. His hands are outstretched, imploring help. Willing hands raise the longest ladder. Horror! It fails to reach him. The boy must perish. Another attempt. See! a short ladder is passed up, held to its place against the cornice. The boy cannot reach it! The flames are already blistering his outstretched hands. Look again! Foreman McGroarty, of No. 14, ascends the ladder. It trembles with his weight, but still on he climbs until he grasps the heated cornice; then steadying himself at that giddy height, he grasps the boy; the flames scorch him as step by step he descends. The ladder is reached, strong and willing arms support him. Thank God, he has saved the boy!

"There is the terrible scene at the Glass House fire, in May, 1885. Two women are imprisoned in the rear rooms of a house on Atlantic Avenue. Foreman Duff, of No. 3, forces his way to their aid. Beams are still falling. He bends over the prostrate form of the mother and receives the force of the blow upon his own body.

"All honor to these men! Sing, if you will, of the brave deeds of the soldier upon the battle-field, or of the sailor away out upon the storm-tossed deep, but I claim a hero's place beside them for the firemen of Brooklyn."

The following reminiscences of the Old Department of Brooklyn will, in a measure, give an idea of some of the features which characterized that organization, the most formidable, from a political standpoint, that ever existed in the City of Churches. From its ranks, as I have before said, some of the most representative citizens



Commissioner Poillon.

of the city came, and many to-day are living in the enjoyment of wealth and distinction.

Away back in 1827, when Jeremiah Wells was chief engineer and the Brooklyn Fire Department had but seven old-fashioned goose-neck engines, the "Holy Alliance" was in full bloom. The firemen of that day referred to these "goose-necks" as the "Holy Alliance." The members of the Department were divided in their friendship, and by common consent they ran as partners. Nos. 1, 3, 5, and 7 ran in company; while Nos. 2, 4, 6, and 8 — the latter then attached to the Navy Yard — formed another division. In those days men who were acknowledged friends often belonged to rival fire companies, and not unfrequently were known to thrash each other while striving to reach a fire first.

While passing recently in the vicinity of Hudson Avenue and York Street, my attention was attracted to a site on which once stood a building famous as being a well-known rendezvous of old Brooklyn fire laddies. At the time I speak of, members of Engines 7 and 8 were wont to pass their evenings there playing cards and dominoes. Upon one occasion a party of a dozen or more laddies sat at a table, playing at "high-low-jack, and game." Everybody was laughing or joking, when suddenly Frank Quevedo burst into the room and excitedly shouted that a fire was raging, and that the market bell was sounding an alarm. Instantly the card-players sprang from their seats and rushed into the street. At that time 7 Engine lay in York Street, near Pearl Street. No. 8 was first to "roll out," and succeeded in passing 7, greatly to the chagrin of the latter's members. The fire was in Burbeck's foundry, situated in Water Street, near what was then known as Dock Street. The flames had made considerable progress, and at one time seriously threatened to reach the old Brooklyn Bank building. Engine 8, still holding the lead, dashed into Dock Street, and attaching her suction-hose, challenged the members of No. 7 to take her water. To this the latter consented, and for hours the two companies worked with a will. Engine No. 8 strenuously endeavored to "wash" No. 7, and the latter as determinedly worked to prevent the accomplishment of that undertaking. The building, being constructed of light material, was rapidly consumed; while ever and anon the form of Chief Wells might be seen, flourishing his huge brass trumpet, as he coolly



directed the movements of his men. At length the order was given, "Stop your water, No. 7," and at the same moment the man stationed at the butt of No. 8 was seen to reel and fall.

Bad blood had been evidently engendered during the contest between the two engines, which was followed by a brisk interchange of blows on both sides. The order "Take up" was, however, promptly obeyed, and the two engines quietly repaired to their respective houses.

The following evening the boys met, as was customary, at their rendezvous, where they greeted each other in the most friendly manner, seeming to have forgotten the fracas of the night before. The naval authorities subsequently refused to allow 8 Engine to leave the Navy Yard, and that ended 8's career. Five Engine shortly after asked the Common Council to change her number to 8, with the name of "Water Witch," and the request was granted. This ended the "Holy Alliance." In 1843 Union Engine No. 5 was organized, with James Ballentine as foreman. From that time the Common Council began meddling with the affairs of the Fire Department, and many of the most efficient members resigned.

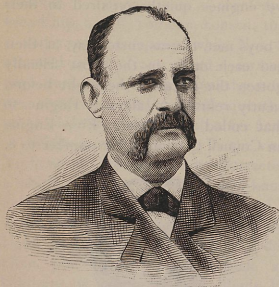
A few words concerning "Frontier" Hose No. 5, better known as "Forty Acres," will not be amiss here. This company was always considered one of the



Chief Thos. F. Nevins.

smartest at answering calls in the Old Department, and it was no uncommon sight to see leading citizens of Brooklyn rushing pell-mell through the streets to catch her rope when running to a fire. The carriage lay for years in Quevedo's yard in York Street, near the Navy Yard gate. Colonel Joseph Quevedo is still gratefully remembered by old-time vamps, with whom he was an especial

favorite. He interested himself in every scheme to promote the welfare of his favorite hose company, and always contributed liberally toward the purchase of any needed article of adornment for the "cart," or of use to members of the company. His son Frank, who will be remembered as the late secretary of the Park Commission, was, like his father, very popular, and one of the most efficient



James Cunningham.

fremen of his day. The latter was a great favorite with the "boys," and was known to nearly every member of the Volunteer Department. To old "Frontier" Hose was attached a number of men who have since prominently figured in political life, notably Charles B. Farley, the present sheriff of Kings County, and his brother Terrence, now proprietor of the Niagara Hotel, in York Street, and an active politician of Brooklyn.

In 1851 an election was held for chief and assistant, and resulted in the choice of Peter B. Anderson as chief and John J. Green as assistant.

In June, 1857, the first Board of Fire Commissioners for Brooklyn was selected by sixty delegates chosen from the different fire companies in the Western District. The following-named gentlemen were declared elected: Joseph Ketchum and Cornelius H. Van Brunt, of Engine No. 13; Mordecai M. M. Smith, of Engine No. 17; and Peter Wyckoff, of Engine No. 14.

Engine No. 7 was from its inception generally recognized as the "crack" company of the Brooklyn Volunteer Department, and during its existence successfully presented more men for public suffrage than any other company in the Department. There are to-day many men in high official positions who boast of having been "bunkers" with old Constitution 7, and who dearly love to recount incidents in their career while attached as such to that famous engine company.

The free use of the locust by policemen of that period is frequently mentioned in connection with the stories told of the old days of the Department, and it is recorded that upon one occasion, where Engines 3 and 4 were racing to a fire in Fulton Street, the knights of the shield rushed in and unmercifully clubbed the defenseless fire laddies, many of whom subsequently died from the injuries inflicted.

Upon the celebration of the eleventh anniversary of the organization of Brooklyn Engine No. 17, the Old Guard Association, composed of exempt members of 17 Engine, gave a grand dinner-party in their new house. Among the many interesting souvenirs displayed on the occasion was the certificate of their president, William H. Wright, which was dated 1838.

Mechanic's Hose Company No. 2, located in Jay Street, near Tillary Street, was organized in December, 1848, shortly after the great fire in Fulton Street. At this fire it was demonstrated that there was need of better hose facilities in the event of fires of any magnitude. Most of the apparatuses at that time were of the old-style "goose-neck" pattern, carrying only two hundred feet of hose. In the event of the bursting of hose, or the requiring of more lengths to reach a fire, it was customary to apply for aid to Atlantic Hose Company No. 1. Anthony F. Campbell was the first foreman in charge of Hose 2, and continued as such during the first three years of its organization. He retired from office in November, 1851. Stephen A. Mann was elected his successor.

Mr. Campbell was president of the Department for several years, and held the position of fire warden for two successive terms. He was a candidate for chief engineer, his opponent being Israel D. Velsor, by whom he was defeated, after a hotly contested election. In 1860 he was elected sheriff. The company was one of the most efficient in the Department, while its members took an active interest in all matters appertaining to the political welfare of the city. Frequently have I heard old fire laddies speak of 2 Hose as the fastest and best-disciplined company of the old organization.

The company furnished to the Ball Committee, whose object was to give entertainments and in other ways raise money in aid of the Widows' and Orphans' Fund, the following members: Anthony F. Campbell, Peter H. Taws, John W. Underhill, Andrew M. Underhill, George H. Hayward, and Richard A. Williams. All of these

gentlemen displayed unquestioned zeal while serving on the committee.

The following-named members of 2 Hose took an active part in the battles fought during the war of the rebellion: Lieut. A. M. Underhill and Private James R. Ballantine, Eleventh N. Y. S. M.; James Birtwhistle, Twelfth Mass. Vols.; James H. Kollmeyer, Thomas W. Schaffer, Edward L. Corr, Robert McMullen, and A. P. Tickner, of the Fourteenth N. Y. S. M.; Richard A. Williams, Seventy-first N. Y. S. M.; Amor H. Vleit, Fifty-first N. Y. Vols.; John W. Wright, One Hundred and Thirty-ninth N. Y. Vols.; Frank Best, Fifty-sixth N. Y. S. M.; Daniel B. Schenck, Thirty-



James Dale.

seventh N. Y. S. M.; George H. Hayward, Thirteenth N. Y. S. M.; Peter H. Twas, Paymaster, and John McMahon, Paymaster's Clerk, U. S. N.

Among the names of those holding prominent positions in the Department, and who were formerly members of Hose No. 2, may be mentioned Fire Commissioner Charles A. Field and George H. Hayward, the latter being Secretary of the Board of Trustees and Representatives, and also for years clerk in the office of the Fire Commissioners.



Messrs. John M. Loughlin, John G. Gunning, and John F. Phillips, representing Constitution 7 Engine, and Messrs. William Vanderveer, James McCormick, and William Fulton, representing 2 Engine, met at Montague Hall on the evening of March 9, 1852, for the purpose of laying a wager of \$500 each as to which company could "wash" the other.

The "Roosters" from No. 2 did not come to time with their money, and a war of words was indulged in. Mr. John G. Gunning is reported to have said on this occasion: "The whole long and short of the matter is, 2 Engine's people never had the remotest idea of making this match. Who would back No. 2, when we fellows (No. 7) caught them out twice within a year and a day, and washed them both times?—once in six minutes, and again in four and a half minutes."

The first piano engine for Brooklyn was made for Constitution Engine Co. No. 7. It was manufactured by Messrs. Petit, Cizzilman and Sickles, whose names were engraved on a brass plate in front of the engine. The officers of the company at that time were: John M. Loughlin, foreman; first assistant, Leander Conkling; secretary, John G. Gunning; treasurer, William H. McFall. The engine-box was of mahogany, with panels of rosewood, ornamented with specimens of carved and gilt work. The arms were of polished steel, and the wheels blue and striped with gilt. The condenser-case was about two and a half feet high, with carved pillows, and gilt at the four corners. The whole was surrounded by a splendid cornice or railing of brass and gilt work, ornamented in a rich style. The jacket was of patent leather, with the word "Seven" in black letters let in, and a white scroll on either side. In front of the engine there was a gilt eagle, standing on a ledge of rocks, and beneath this, on a scroll of silver, was the inscription:

"PETER B. ANDERSON, CHIEF ENGINEER."

There were paintings on three sides of the condenser-case, in panels of an oval form, 22x20 inches in dimension. The one to the right of the engine was that of a fireman rescuing a female from the flames. He was depicted as treading on the burning rafters, with a female on his shoulders and with a fearless expression on his countenance. The panel on the right contained an excellent painting of a

female with a wreath in her hands, in the act of crowning a fireman for his heroic deeds. The third panel, in the rear of the engine, was the handsomest of the three. Prominent was a life-size eagle, with wings spread out in an attitude of defense. It had clasped in one claw the American flag. The eagle was on the summit of a rock, at the base of which, extending far outward, was the sea. In the distance was the good old ship *Constitution*, which appeared to be



John A. Perry.

defending the sea, while the eagle held firm possession over the land. Over this painting was the appropriate motto, on a panel in the case :

“UNION FOREVER.”

This “machine” was considered a splendid piece of mechanism, and was the envy of the Fire Department, and “Seven’s boys” were very fond of her.

Attached to the engine was a neat tender carrying eight lengths of hose. She was called the Independent Hose.

This engine was the first gorgeous apparatus introduced into Brooklyn. Previous to that the old engines were either painted white boxes varnished, with no attempt at ornamentation; or the

old-fashioned bucket companies, whose engines were supplied with water by means of firemen conveying the water taken from cisterns or ponds in buckets, and filling the apparatus with water a bucketful at a time. The men not at the buckets manned the arms of the machine and forced the water through the hose to another engine, or played it directly on the flames.

Seven's beautiful engine was delivered to the company on Saturday, October 16, 1852. It came only a few days after the great celebration attending the dedication of Firemen's Hall. A grand banquet was given in the engine-house, and all the prominent firemen in the city attended.

The advent of this engine created considerable jealousy among the members of different companies, who, because their engines were old and unserviceable, thought that when the Board of Aldermen made the appropriation for a new engine, one of their number should be given it, as No. 7, at the time, was the best one of the poor lot on hand. The "Old Bucks" (No. 7), always the largest in numbers, made a "dead set" to have the beauty assigned to them, and they won after a hard fight, though many of the most prominent citizens and influential politicians favored other companies. One Engine and 3 Engine were most to be feared at the time. But the "Bucks" won by superior tact.

At the thirty-first annual ball of the Department, held in the Academy of Music, a challenge was issued by Robert Murray in behalf of members of Hose No. 7, offering to meet any other company in Brooklyn, at any time or place, to contest in a trial of speed for the sum of \$1000. Each company was to provide thirty men, and to run once or twice around the track, as might be decided by the different members. The proceeds of the race were to be given to some charitable institution. The challenge, however, passed unheeded.





## XVII.

**F**OR many years during the early history of Williamsburgh that city was left almost wholly at the mercy of the fire fiend. Away back in the twenties a bucket company was organized, which performed to the best of its ability the duties of a fireman. The primitive condition of the Williamsburgh Fire Department was often commented upon by residents of other cities of lesser magnitude. The immense territory to be covered and the numerous calls to fires gave the bucket company sufficient exercise, while the frequency of the fires entailed upon the latter many a hard pull, more particularly during the winter, and through streets the condition of which rendered them almost impassable. Still the fire laddies of the Burgh were willing to struggle through snow and slush in their effort to save property or rescue a human life.

In 1837 DAVID GARRETT was elected Chief of the Volunteer Department of Williamsburgh. The selection was everywhere regarded as being a wise choice. To Chief Garrett's untiring efforts and indomitable will was due the fact that in later years the Department became famous. The foundation having been firmly built, it was but a comparatively easy matter for those who followed to erect the other portion of the structure. In 1834 two goose-neck engines were purchased for use in Williamsburgh. Upon their arrival a meeting was called, at which it was decided to name one Washington No. 1 and the other Protection No. 2. Shortly afterward



it was deemed advisable to have a hook and ladder company, which, after considerable delay, was procured.

Three companies of men to man the new apparatuses were formed. Officers were duly elected, and for a short time the task of putting out fires was intrusted to the members of the three companies mentioned.

Up to 1837 the Fire Department of Williamsburgh was practically without a head.

At a meeting held in 1837, at the corner of Grand and Third streets, the subject of organizing a Fire Department was discussed at length. Few opposed the measure, as it was generally admitted that a greater need for adequate protection to life and property from fire existed.

The meeting was a protracted one, and during its session Mr. JOHN LUTHER, a highly respectable resident of Williamsburgh, was chosen Chief Engineer. He however, declined to serve, and another ballot being taken, the choice this time fell upon DAVID GARRETT.

For many years, and in various ways, Chief Garrett strove to perfect the working of the Department under his command. His efforts were in time attended with success, and he lived to see as a result of his earnest labor the gradual improvement of the rough work to which he had merely given shape.

Following Chief Garrett came ANDREW B. HODGES, who formerly belonged to Engine No. 1. The latter company was known as the "Rooster" and the "White Box." The selection of Mr. Hodges as Chief was regarded as a very wise one. Owing to his familiarity with fire duty, he soon detected certain defects in his Department, all



Geo. H. Gardner.

of which he promptly remedied. Every spare moment of Chief Hodges' time was spent in devising proper means to prevent, if possible, extensive conflagrations. He had his hobby,—who has not?—which he successfully rode for two terms, during which time a wonderful improvement was noticeable in the working of the Volunteer Department.

As Williamsburgh grew in importance, Chief Hodges, being a person of note, was induced to enter largely into politics. In time



Patrick J. Bray.

he became a recognized power as a politician, and was, upon several occasions, elected to a seat in the Assembly. Aside from that, he held many of the most important positions under the city government, and was for many years regarded as being one of Williamsburgh's leading citizens. He was a man of great determination, quick to act, and seldom mistaken in his purposes. He faithfully and earnestly performed his share of the labor so auspiciously begun by his predecessor.

At the expiration of his second term as chief engineer,

Mr. Hodges was succeeded by WILLIAM GUISCHARD, who, being of an enterprising turn of mind, sought to make all desirable improvements in his department. He also helped to raise the standard of the firemen under him. The inability to obtain a speedy alarm in case of a fire engaged Chief Guischard's attention shortly after his assumption of office. He at once sought to devise means to furnish the city with an improved fire-alarm system. He succeeded in having a tower built, and had detailed to it a certain number of men to act as look-outs. The plan succeeded admirably, and for his foresight he was publicly complimented by the authorities. During his connection with the Department he introduced a number of other very important improvements. At the expiration of his term of office

he enjoyed the gratification of feeling that his labors had not been spent in vain, and that the Department had visibly improved under his management. Chief Guischard was for nearly thirty years a police officer, in which capacity he was extremely popular. His name still remains engraved upon the bell of the old watch-tower, a visible evidence of his general usefulness as chief of the Williamsburgh Volunteer Department.

Following in Chief Guischard's footsteps came ANDREW MARSHALL, of Engine No. 1. To his untiring energy was due the fact that engines were substituted in place of the then remaining bucket companies. Upon his election as chief engineer he bent all his energies to the task of improving his department. Being a practical fireman himself, he found little difficulty in locating trouble, and gradually succeeded in removing several objectionable features which had unavoidably crept into the Department. Under his able management another stride in the advancement of the Williamsburgh Department was taken, with flattering results.

CHARLES E. TALBOT was the next chief engineer whose administration of affairs added impetus to the Department, which latter had meanwhile increased in membership as rapidly as additional engines were placed in service. The volunteer movement had by this time become a prominent feature of Williamsburgh, and the residents of this section were justly proud of the efforts of their firemen, whose bravery and efficiency had become a by-word.

BENJAMIN DU BOIS next took the helm as chief engineer, and was succeeded by HAMILTON ALLEN, better known as "Hamp" Allen. The latter was considered as being the beau ideal of a fireman, and had a host of friends. THOMAS DOYLE, WILLIAM JENNINGS, and JOHN W. SMITH, at present assistant chief of the Fire Department, followed in regular succession as chief engineers. Assistant Chief Smith had been a fireman for years, and possessed considerable executive ability. Under his administration the Department rapidly advanced toward perfection, and up to the date of the consolidation with that of the Western District had steadily maintained an excellent reputation for the bravery and efficiency of its members.

In 1861, the Department was thrown into a state of great excitement over what was considered to be an arbitrary decision rendered

by the fire commissioners. The facts are as follows: While responding to an alarm of fire, Engines Nos. 7 and 12 collided with each other, while the latter came very near being overturned. The entire

blame was placed upon the former engine, and she was ordered to be placed in her house, tongue in. Each member was further ordered to pay a fine of five dollars.

An indignation meeting was at once held by members of the aggrieved company, who passed resolutions denouncing the action of the commissioners, and characterizing their action as a gross injustice, and an unwarrantable assumption of authority. The commissioners, at their next meeting, rescinded the order.



Munson S. Brown.

The competition between companies during the early days of the Williamsburgh Department was so great as to lead to many serious affrays. This state of affairs was brought about by the eagerness of members of the different companies to be first to stretch in at a fire. Some stringent measure had to be necessarily adopted in order to insure a prompt response to an alarm of fire and perfect harmony among the firemen who were engaged in extinguishing it. Hence the action taken in the case of 7 and 12 Engines.

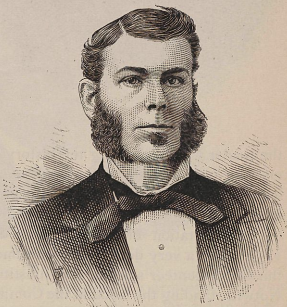
The first steam-whistle blown in Williamsburgh for the purpose of securing help to extinguish a fire was the one attached to Peter Cooper's glue factory, situated in Maspeth Avenue. The first occurrence was in 1846, and created much consternation among the residents of Williamsburgh, many of whom flocked to the scene in order to ascertain the reason for such an unusual disturbance. The practice was subsequently discontinued.

In July, 1866, an election for five assistant engineers was held at the various engine-houses. The interest taken in the affair was



greater than that of any preceding year. The office of the chief engineer was besieged by an enthusiastic crowd of firemen, who anxiously awaited the election returns. Great excitement was, meanwhile, manifested, although no disturbance of any kind took place. The successful candidates were declared elected in the following order: J. W. Smith, John Jeffers, William A. Minard, Henry Keighler, and Thomas Hayden. Several of the candidates polled a heavy vote.

On Tuesday, September 4, 1866, Victory Hose Company No. 8 visited Bridgeport, Conn., where they were handsomely entertained by members of Americus Hose No. 6, of that city. The visitors, through their foreman, presented the Bridgeport company with a beautiful front for their carriage. The presentation committee consisted of Foreman Wm. J. Cushman, Assistant Foreman Samuel W. Leavy, John W. Hanford, Cornelius Holinquest, Amos L. Tripp, and Isaiah Whipps. The presentation speech was made by Foreman Cushman in a neat and appropriate manner, which, in behalf of the Bridgeport company, was responded to by Foreman Ruggles, of Hose 6, and Chief Engineer Holcomb, of Bridgeport. The front, which was an elaborate piece of workmanship, represented a "coon" and tiger, artistically painted, with the following inscription lettered beneath: "Victory Hose No. 8, to Americus Hose No. 6." A reception was then tendered the visitors, followed by a banquet. The members of Hose 8 were escorted to the depot when returning homeward, and, amid a shower of adieus and waving of handkerchiefs, were soon speeding on their journey.



Peter C. Brown.

The old bucket company, which may justly be called the pioneers of the Williamsburgh Fire Department, was composed of the following-named members: Foreman, L. Haight; Assistant Fore-

man, C. H. Jewett; Secretary, J. H. Williams; Treasurer, E. Underhill; Steward, J. McCluskey.

On June 4, 1866, Chief Engineer Doyle preferred charges against Engine Company No. 1 and Hose No. 10. In his complaint he asked the fire commissioners to disband the two companies. The request was duly granted; the members of each company being

allowed thirty days' grace, in order to remove their personal effects and to restore to the chief engineer the badges worn by them as firemen.

The closest vote for the election of a candidate for chief engineer occurred in 1866, when Chief Engineer Doyle by a vote of 333 defeated Dixon, who received but 257 votes.

Although I have departed somewhat from the chronological order of occurrences, I have nevertheless been actuated by a motive at once obvious to

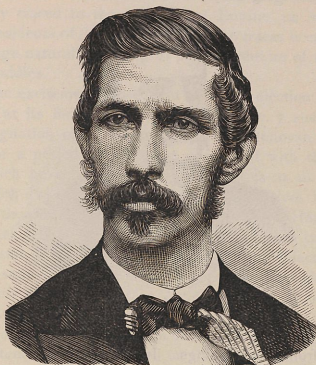


Thos. Martin.

the reader. In presenting the history of the Volunteer Department, my aim has been to include events of interest only to the reader while gradually leading up to the organization of the present paid Department.

The agitation of this question dates as far back as March, 1858, when a very determined movement was set on foot to abolish the Old Volunteer system, and substitute in its stead a paid corps. Notwithstanding the fact that the Common Council obstinately refused to countenance any additional expense in the maintenance of a Fire Department, the Board of Aldermen deliberately passed a resolution favoring the establishment of a paid force. This action on their part was earnestly opposed by not only the volunteer firemen themselves but was also discountenanced by leading citizens of both the Eastern

and Western districts. For years there had been no appropriation made for the erection of an engine-house in the Eastern District, and it was greatly regretted by many that more men of the caliber of Alderman Cashow of the Western District were not connected in an official capacity with the working of the Fire Department of the Eastern District. Every interested person seemed to be displeased with the course pursued by Messrs. Lowber and Kalbfleisch. The latter gentleman introduced an amendment to a passage in the city ordinances prohibiting any person but firemen, exempt firemen, and policemen from having any connection with an apparatus at a fire. The amendment, having been adopted by the



William H. Ray.

Common Council, interfered with, if not wholly destroyed, the power vested in the chief engineer to call upon citizens for aid in cases of emergency. The Board of Aldermen were clamoring for retrenchment, but the course they were at that time pursuing was that of the man who saved at the spigot, regardless of what he lost through the bunghole.

In 1858 Chief Engineer Talbot and Assistant Engineer Wallett resigned their positions, and, at a meeting to place in nomination candidates, three candidates, viz.: Garrett, of Hook and Ladder 1, Ruddy, of Hook and Ladder No. 2, and Brown, of Engine No. 3, were named. Upon motion, it was agreed that the candidate receiving the highest number of votes should be considered as nominated. A brisk ballot resulted in Mr. Garrett being declared a candidate. During the exciting contest for the position of chief engineer the candidates appeared in the following order: "Hamp" Allen and G. W. Jennings, of the Board of Engineers; Thomas Doyle, of Engine No. 13, and Garrett B. Lane, of Engine No. 10. The latter was designedly chosen as a candidate in order to draw



Thomas A. Kerrigan.

away votes from Mr. Jennings. It was evident from the start that Mr. Allen would secure a victory.

The eventful day for the election of a chief engineer at length arrived, and nearly as much interest was manifested regarding the result as was ordinarily displayed during national elections. As the figures on the black-board indicated from time to time the increase in the number of votes for the different candidates, betting upon the result was freely indulged in, while all concerned seemed to be laboring under an unusual stress of mental excitement. At length the



balloting ceased, when, to the surprise of some and the gratification of many, "Hamp" Allen was declared elected, having received three hundred and forty-two votes against two hundred and seventeen cast in favor of Mr. Jennings.

Then followed an exciting ballot for an assistant engineer, to fill the vacancy caused by the resignation of Mr. Wallelt, and resulted in the election of John Garrett, foreman of Hook and Ladder No. 1, who received a vote of 328, against that of Mr. Ruddy, who received but 175.

On April 13, 1858, a desperate fight took place between members of Engine 32 of New York and those of Engine No. 13 of the Eastern District. The entire blame of the disgraceful affair was subsequently traced to the members of Engine 32, who were declared, by residents of the locality where the fracas occurred, to have used language naturally tending to provoke the ire of the Williamsburgh fire laddies.

While the excitement consequent upon the election of a chief engineer was at its height, Neptune Engine No. 7 sustained a loss by the resignation of their foreman, Dan Donovan. The latter had been for a period of ten years connected with that company, seven of which he served in various capacities as an officer.

On the 6th day of May, 1858, the representatives held a special meeting, to thoroughly canvass the vote cast for "Hamp" Allen as chief engineer. No error having been found that could possibly alter the result, Mr. Allen was formally declared elected. On the 11th of the same month the oath of office was duly administered to him, and, with his able assistant, Mr. Garrett, he at once assumed command of the Fire Department.

The bill directing the formation of a paid Fire Department was promptly vetoed by Mayor Powell on the 10th of May, 1858. Upon the following evening, a meeting of delegates from the various companies was held at Firemen's Hall, to elect a commissioner to fill the position formerly held as such by Mr. Pooler. The nominees were ex-Assistant Engineer Wallelt and Demas Strong. Mr. Wallelt was elected. After the election, ex-Chief Talbot, together with Chief Allen, and their respective assistants, enjoyed a social hour in each other's company; when the former, after taking a friendly leave of his late associates, withdrew from official duties in the Department.

During June of that year, the funeral of James B. Elliott took place. The latter, at the time of his death, was an active member of Valley Forge Engine No. 11, and was highly respected. A large delegation of New York firemen attended the obsequies.

On the 10th of June, 1858, Garrett B. Lane, one of the fire commissioners, resigned. About the same time ex-Chief Talbot, in a pointed manner, referred to the pernicious effect following the system of permitting outsiders to run with the machine to fires. All but two of those of the officers then connected with the Department supported Mr. Talbot in his argument, which had by that time become a theme of public discussion. It was no uncommon thing in those days to have members of rival companies invite from New York City "gangs," for the purpose of precipitating a fight. The Volunteer Fire Department of Williamsburgh remained as a separate organization up to the time of the formation of the paid corps, when it became consolidated with that of Brooklyn.



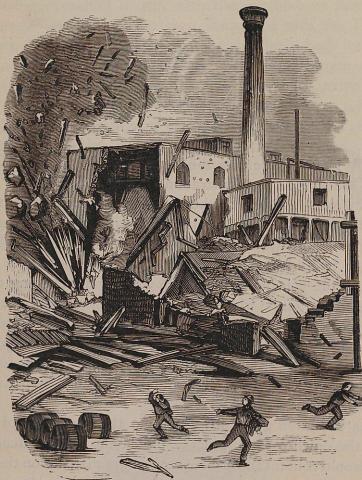


## XVIII.

**T**HE Apostle uses the destructive and progressive force of fire as an apt illustration of the power of the tongue for evil. Passing by the useful application, I use the illustration as the foundation of the tribute to the firemen of our city. Man found fire already upon the earth when he became its possessor; found it lurking in the wood of the forest, or blazing in the cone of the volcano. When the wind of the evening chilled him the blaze was a genial friend, but when it seized upon the twigs and leaves which formed his dwelling, it became his ruthless enemy. Thus an antagonism was inaugurated, and human ingenuity and power alike have been taxed to devise means by which to overcome the flames. We care little for methods; the man applying them is the object of our thoughts.

When Brooklyn was a stripling, like the generality of urchins, it fell into the unwholesome practice of playing with matches. Other urchins would content themselves by striking matches on the outside of a kerosene-oil can, and sticking the lighted end inside to see where the smell came from, and then would make a brand-new skylight in the roof, and float heavenward in periods, and save the expense of funerals, and put papas and mammas into mourning—and the street at the same time. This, of course, would be disastrous to one family, but when Baby Brooklyn played with his little match, he went down to the thickest-settled portion of the vicinage, scratched the sulphur

on the broadest part of his pantaloons, and poked it into Drew's feather factory on Fulton Street, just below Middagh, crawled out, and then looked out to see the fun. It came. Soon Brooklyn was in ashes. At that time Brooklyn was so small that one could throw a stone across it (as compared with Brooklyn of to-day), but it was thickly settled, and many families were unhoused. Nineteen out of twenty



Explosion at Polley's Distillery, Williamsburgh.

men met with will tell a different story about this fire, and even the old deacons now with us who sit in the amen pews will indulge in more lies about it than would start a soap factory. Some say it was so hot that they ran to it in their shirt-sleeves; others say there was snow two feet deep; still others that it was in the early spring; while



there are a few who are willing to admit when closely pressed that it was in the fall of the year. The latter small band are correct, for the fire was started on the 9th day of September, 1848.

The big fire worked its way both ways up and down Fulton Street, across to Washington Street on one side, to Henry Street on the other. It skipped the building on the corner of Sands and Fulton streets, but took in the old Methodist church adjoining it, and devoured it. It then ran along Washington Street, and cleaned out nearly all the buildings up to Concord Street, and here, on Concord Street, near Fulton, in order to save the bank building on the opposite corner, the government marines were called in, and several buildings were blown up, to impede the progress of the flames. The fire also took in the buildings situated on Henry Street, between Middagh and Orange streets.

When the fire began spreading, the firemen, aided by the citizens, crammed the old Sands Street church with all the furniture it would hold. People who had been thus suddenly evicted, congratulated themselves that their furniture at least was safe. The flames, however, missed the drug-store on the corner of Sands Street, and in less time than it takes to tell the old church was in flames, and the hopes of the enthusiastic citizens went up with the furniture in smoke.

This was the largest fire that Brooklyn has ever seen, and hundreds of families were made homeless, and for days after the streets were filled with furniture, groceries, men, women, children, and lamentations. It was a long time before Brooklyn recovered from this terrible scorching, but enterprise soon gained the ascendancy, and after a while the infant city was as good as new, and had learned the lesson of the burnt child.

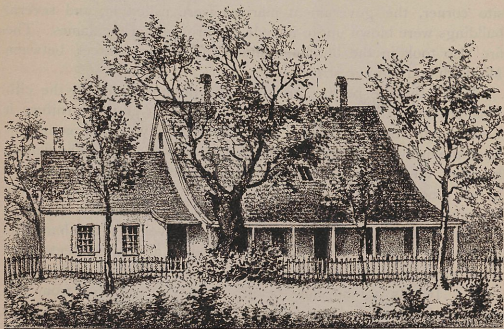
Brooklyn has been remarkably free of disastrous conflagrations, taking into consideration its boast of being the third largest city in the Union. There were a few, however, both during the Old Volunteer Fire Department and the New, which I will briefly outline, and afterward give more in detail.

What was known as the "*White Squall* fire" is still fresh in the minds of old Brooklynites. It originated in Wilson's cracker bakery in Front Street, New York, and spread to the river. The *Great Republic* was lying at her dock. She took fire, and the flames soon spread to the other craft in the neighborhood. The *White*

*Squall* floated across the river and did considerable damage on this side. The *Joseph Walker* also floated up toward Williamsburgh, and did considerable damage on its way up.

The gas-house fire in the Fifth Ward, which was then known as Irishtown, created considerable disturbance temporarily, and left many a citizen without even a temporary mortgage on his house.

The big mechanical bakery that stood on the corner of Elm Place and Fulton Street went up in a blaze of glory and smoke, and gave the fire laddies a chance to show what kind of stuff they were made of.



by G. Hayward and J. H. Earl

THE OLD DE HART OR BERGEN HOUSE  
near 36<sup>th</sup> Street Gowanus City of Brooklyn 1863

for H. M. Ladd's Manual

In later years the building on the opposite corner was burned, and several lives were lost, a number being smothered, and one poor unfortunate met with a worse fate. The man held on to the window-sill of the top story until his fingers were burnt almost to a crisp, and then let go, only to be impaled on an iron railing beneath.

"Smoothing-Iron Row," the name then given to the buildings on the junction of Fulton and Adams streets, was another big fire, and the subject of many reminiscences. It is said that one company mistook an old vault for a cistern, and placed their suction-pipe down

into it. They discovered their mistake as soon as they began to play on the flames. It is said that the destruction of the buildings was due to the fact that the firemen had to leave the scene. Old firemen say it was simply "offal."

The big fire in Furman Street was one of the most disastrous to the firemen that have ever occurred here. Furman Street, then as now, was lined with warehouses. The gardens of the Columbia nabobs were on the roofs of the stores under the hill. As a natural consequence, when the buildings had been gutted, the walls gave way under the pressure, and the firemen were buried in the débris. Seven brave men were lost. Among those names now recalled were Fireman Gardiner, of Hose 5; Benson, of Engine 17; and Cammeyer, of Hose 2. Alderman Ruggles, now of the Twenty-fourth Ward, then a member of 17 Engine, fell through the roof, and was dug out more dead than alive.

Jewell's mills made a big blaze on two occasions, and flour went up and down at the same time.

There was another big fire in Furman Street, and 17 Engine got mixed up with some saltpeter and was blown into the river. Some old firemen say the members pushed the machine in to save it, while others assert the members were not near enough to do anything of the kind, and that they came from adjacent piers, and claimed to have pushed it in after it had been blown overboard. Of course these old fellows were a little bit jealous, and their statement should be taken with a little grain of salt—peter.

The destruction of the old Willoughby mansion on the avenue, near Jay, was one of the "big fires" of its day.

The Mason homestead, on Jay Street, near Fulton, no doubt filled with enthusiasm and patriotism in honor of the day, made a fine blaze on one glorious Fourth. The fire resulted in an encounter between the fire laddies and police, and several of both factions carried off sore heads.

The Cumberland Street Orphan Asylum fire may be mentioned in this brief recapitulation. Several lives were lost here.

In 1875 the burning of the institution of the Little Sisters of the Poor caused a thrill of horror in Brooklyn. Several lives were lost. Many more victims might have been sacrificed had it not been for the untiring efforts of the Little Sisters and the firemen.

Prentiss's hat factory has in several instances aided in swelling Brooklyn's conflagrations. Once in the Eastern District, once on Willoughby Street, and once near the Ninth Street Bridge. Minor fires have occurred in this factory on several occasions.

The Williamsburgh Glass House also contributed its mite, and busied the firemen for several days.

Campbell & Thayer's oil factory, on Water Street, also kept the firemen out of bed for several nights in succession, and by their efforts a big conflagration was averted.

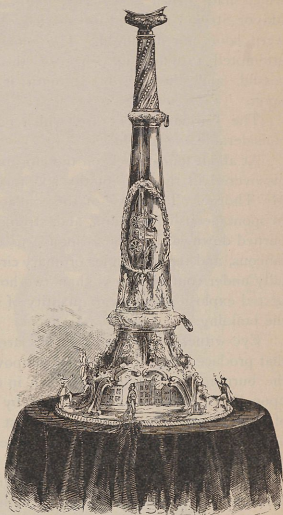
By far the worst fire in point of lives lost was the Brooklyn Theater fire, which occurred in the winter of 1876. The writer has often read correspondents' questions as to the number lost, and whether it was the most disastrous theater fire that has ever occurred. The following list will set all doubts at rest, and will fully answer all future questions on the subject. It is a list of theaters burned in different parts of the world, and is principally placed here for the purpose of future reference. There have, of course, been other theater fires, but those mentioned below are those in which the greatest loss of life occurred:

<i>Theater.</i>	<i>Year.</i>	<i>No. lives.</i>	<i>Theater.</i>	<i>Year.</i>	<i>No. lives.</i>
Amsterdam . . . . .	1772	800	Brooklyn Theater . . . . .	1876	284
Saragossa . . . . .	1772	1000	Théâtre des Arts (Rouen) . . . . .	1876	10
Palais Royal (Paris) . . . . .	1871	500	San Francisco (Chicago) . . . . .	1876	17
Picino (Italy) . . . . .	1794	1000	Calais (France) . . . . .	1878	10
Saddler's Wells (London) . . . . .	1807	18	Ahmednuggur (India) . . . . .	1874	40
Richmond (Va.) . . . . .	1811	61	Kronstadt (Russia) . . . . .	1861	8
Coburg (London) . . . . .	1858	16	Nice (France) . . . . .	1861	61
American Varieties (Phil.) . . . . .	1867	28	Vienna Opera House . . . . .	1862	917

The most extensive fire which has occurred for many years was the burning of Drew's feather factory in Fulton Street, on the 9th day of September, 1848, and which destroyed nearly the whole of the lower portion of the city. As the fire progressed, engines were necessarily ordered from the river, and distributed midway from that point to Sands Street. Each engine supplied the one immediately in front and nearest to the fire with water, until the pipemen from the latter company were enabled to point the stream at the advancing flames. In those days firemen boasted of the ability of their



individual company to "wash" any other while at work. During this fire, the best engine in the Department was stationed at the river front, and was compelled to supply the others with water. The task was a difficult one, although successfully accomplished. Upon this occasion the second engine was "washed," and in due fashion proceeded to "wash" the one immediately in front. The rivalry thus indulged in engendered a bad feeling, and ultimately resulted in a free fight. Meanwhile the flames, unsubdued, crept slowly onward, darting hither and thither, and encircling in their fiery embrace whatever happened to be in their path. The Sands Street M. E. Church was selected as a place of safety for the storage of valuables by those who were fortunate enough to save any from their dwellings. No one dreamt for a moment that the fire would reach that edifice. In this they were mistaken, however, as by a sudden freak on the part of the fire fiend, the sacred building, with the entire contents, was quickly enveloped and totally destroyed. While the fire was at its height, a fight occurred between some of the rival companies, and, Nero-like, they fiddled away while their city was being burned to ashes. In justice, however, to the regular members of the different organizations, it must be said that this disgraceful fight was precipitated by a lot of worthless hangers-on to the various companies, and not by those



Trumpet presented to James Leggett.

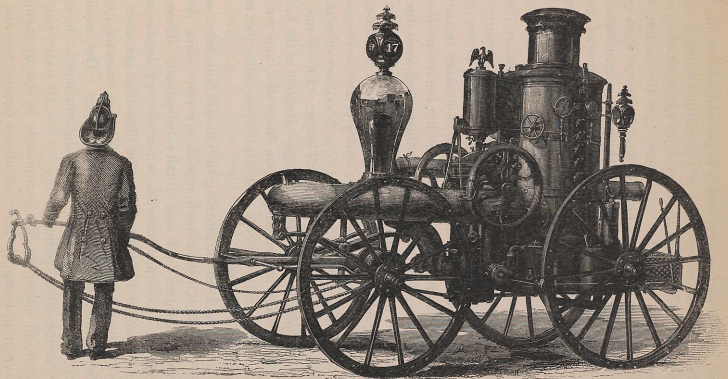
entitled to wear the red shirt of a fireman. To add to the excitement of the situation, a squad of U. S. Marines appeared upon the scene at an early hour, having been detailed from the Navy Yard in order to protect the bank building on the corner of Fulton and Concord streets. As it was feared that the mob, which had grown very large, might take possession of the city, Mayor Stryker accepted the services of the troops, and the rioters were soon put to flight. The officer in command subsequently attempted to blow up some of the buildings, but was unsuccessful, and the fire burnt until it had nothing more to feed upon.

The Furman Street fire, which occurred July 8, 1850, caused considerable excitement.

At about four o'clock on the morning of the above date, fire was discovered in the attic of the six-story brick warehouse, owned by Mr. Thorne. The cause of the conflagration was claimed to be due to spontaneous combustion, and, strange to relate, the flames rapidly burned downward. The response to the alarm was almost instantaneous, and the fire, under ordinary circumstances, would have been fully under control in less than two hours, were it not for the unexpected explosion of a large quantity of saltpeter which was stored in the building.

Eye-witnesses to the affair declared that the report exceeded that produced by a discharge of gunpowder. The explosion caused the burning timbers to be thrown in every direction; some falling upon the frame structure occupied by Mr. Tapscott for the storage of turpentine. The situation was fast becoming critical, while the noise occasioned by the explosion caused hundreds of people to flock in droves to the scene of the disaster.

At one time a panic among the firemen seemed imminent, and many were seen to jump overboard through evident fright. Companies 17, 13, and 7 were engaged on the dock side of the fire, where it was feared their retreat was hopelessly cut off owing to the intense heat and the far-reaching flames. The latter after licking with their fiery tongue every portion of the burning edifice shot forth as though hungrily seeking additional prey. Tying a rope to their engine, the members of No. 17 rolled their apparatus overboard, in order, as some say, to prevent its being burned. The



Engine 17 Steamer.

members of Engines 7 and 13, which were similarly situated, manned their respective ropes and with a yell dashed through the fiery avenue, carrying their engines in safety, with no other loss than that of a few sections of hose. For some time after the escape of these companies, explosion followed explosion, and the greatest consternation prevailed all around. This fire in many particulars resembled the great fire in New York in 1845, and either one of them has effectually disproved the theory of certain chemists who claimed that saltpeter was non-explosive. Almost immediately following the first explosion, it was discovered that a brig lying alongside the dock had caught fire. She was, through the coolness and bravery of two sailors, removed to a place of safety in mid-stream. Other vessels were obliged to follow her example. To add to the intensity of the heat and to cause additional alarm, a number of barrels of New England rum and camphene took fire; but before much damage was sustained the entire cargo was rapidly pushed into the river. Later on it caught fire from falling sparks, and soon the river resembled a lake of liquid flame. During the fire there were destroyed 4000 bags of saltpeter, besides 2000 casks of the same material; the entire loss being figured at \$902,509, \$800,000 of which was claimed to have been sustained by Mr. Thorne. The blame of the entire affair was placed upon the bell-ringer situated at the City Hall lookout. He, it was claimed, slept upon his watch, and was awakened only upon hearing the repeated explosions, after the fire had made considerable headway.

About two o'clock on the morning of Sunday, November 9, 1862, the Roman Catholic Orphan Asylum took fire from some defect in the heating apparatus, and was totally consumed. There were 248 children asleep within its walls when the fire broke out. A snow-storm prevailed at the time, and the little orphans were turned into the street in their night-clothes, leaving, unfortunately, three of their number behind, who perished in the flames. The residents of the vicinity kindly opened their doors and sheltered the children from the "pelting of the pitiless storm." The Brooklyn City Railroad Company furnished its cars gratuitously to convey them to the Female Asylum in Congress Street, and in a day or two the active zeal of the charitable had provided them with clothing and the necessities of life. Collections were made, and contributions in



money poured in from all sects and classes with equal liberality, so that the temporary wants of the orphans were amply supplied.

The holocaust which was enacted on Tuesday morning, April 4, 1865, at the black lead manufactory of Mr. Thomas J. Chubb, at No. 95 Furman Street, cast a deep gloom over the Old Volunteer Fire Department, owing to the death of five of their companions and the serious injury to six others.

The fire broke out at ten minutes past one o'clock, and soon extended to No. 93, occupied by Mr. C. N. Flanders as an oil refinery, both buildings being entirely consumed with their contents.

Much unfavorable comment at the time was wrongfully heaped on Chief Engineer Cunningham, who, being anxious to prevent a further spread of the flames, ordered a number of firemen to the roofs, where they could drench the buildings from the sky-lights. The buildings were peculiarly built on a side hill, and their roofs were even with the rear yards of the handsome residences of Columbia Heights. To add to the area of these yards a covering of earth was placed on the roofs of the Furman Street buildings, on which was planted choice shrubbery, and presented the appearance of a green lawn.

In the Furman Street buildings, a sky-light was placed in the center of each to give light to the upper floors. The depth of soil on the roofs was some six feet, and this mass of earth was supported by iron girders and brick arches. From the situation of the Furman Street buildings no light could be obtained except from the front windows and the sky-light on the roof, as the rear sat in against a hill-side, while other buildings flanked the ones destroyed. The consequence was, the fierce heat which the inflammable material in the buildings caused confined it as in a retort, owing to the impossibility of its escaping through the earth upon the roof. Shortly before two o'clock a portion of the members of Engine Company No. 17, and Hose Companies 2, 5, and 7 were ordered to the roof, and gallantly proceeded to their post of danger. For some time previous gas was being generated by the action of the water on the burning oils, and the roofs were forced out of place and permitted the scalding steam and flame to escape from above.

This caused the pressure inside to give way, and the roof of No. 95 Furman Street, with its tons of earth, fell to the cellar beneath,



Fatal and Destructive Fire in Furman Street, Brooklyn.

carrying with it fifteen firemen. A second afterward the roof of No. 93 gave way with a deafening roar. The men who fell with the roof were buried in the earth, and shovels were quickly procured and placed in willing hands, who worked vigorously to extricate their dying companions from the mass of earth which entombed them. To assist the workers water was thrown on the ruins, and, trickling down, must have carried additional torture to those beneath who may not have been instantly killed by the fall.

As this terrible calamity came in the midst of great rejoicings at the termination of the civil war, it tempered with sadness the gratification of our national success, and caused general distress in the city.

The following are the names of those killed by the falling walls:

ALEXANDER S. BENSON. He was acting as assistant foreman of Niagara Hose Company No. 11. At the time of the fire that company was disbanded and Mr. Benson attached himself to Engine No. 17, and was acting with them when he met his awful death. He was born on the 17th of March, 1840, in the city of New York, and came from ancestors who settled in this country two hundred years before, many of whom were prominent in Washington's army. He was employed as a clerk in the Register's office and was buried from the St. Charles Boromeo Church, Sydney Place, and interred in the Cemetery of the Holy Cross at Flatbush.

CASPER K. CAMMEYER was a member of Mechanic's Hose Company No. 2. He was a son of John E. Cammeyer, then Superintendent of the Poor. He was twenty-five years of age, and was buried in Greenwood Cemetery.

LEWIS GARDINER was a member of 5 Hose. He was a brother of ex-County Treasurer Thomas A. Gardiner. He was twenty-four years of age, and was buried at St. Patrick's Cathedral, Mott Street, N. Y., in the Gardiner family plot.

JOSEPH H. BROWN was a member of Engine Company No. 17, and before his death was employed as a clerk in the Brooklyn Bank.

EUGENE BAKER, a member of Hose Company No. 8, was buried in Greenwood.

The injured were: JAMES GIBSON, Hose 2; MICHAEL MCGIVNEY, Hose 5; EDWARD BASSETT, Hose 8; WILLIAM WILLIAMS, Engine 17; JAMES H. RUGGLES, Engine 17; WILLIAM A. LEE, Engine 17.

It was testified to at the coroner's inquest, on which occasion an effort was made to hold Engineer Cunningham responsible for the death of the firemen, that Mrs. Merritt, wife of the owner of the Furman Street buildings (which were burnt), had warned the bystanders from her private residence on Columbia Heights, and that the firemen were in an extremely dangerous position while they stood on the roofs of the burning buildings and flooded them with water through the sky-lights. It was thought she was in possession of facts not attainable to others. It was also testified that Mr. Mer-

ritt warned the firemen of their danger, but such advices are denied by firemen of today who were present on the occasion.

Too much praise cannot be given to Mrs. Henry Ward Beecher, Mrs. J. J. Merritt, and Mrs. Starbuck for their kind efforts in behalf of the thoroughly exhausted firemen, whom they liberally supplied with refreshments.

Dr. George Cochrane also came in for his share of popular praise, owing to his prompt action in ordering a Myrtle Avenue car to the



Robert Murray.

scene of the disaster, with which he improvised a temporary hospital. Later on, the wounded men were taken to the hospital.

One of the incidents of the fire was the rescue of fireman Troutman, of No. 17, who, when the roof was about falling, jumped forward, and catching the iron railing of the building opposite, hung for many minutes directly over the yawning chasm. He was quickly rescued from his perilous position by Messrs. Matthews and Torbett.

The funeral of the victims of this destructive fire was attended by many of Brooklyn's most distinguished citizens.

On Thursday, February 2, 1856, the neighborhood of North Fifth Street, Williamsburgh, was startled by a tremendous explo-



sion, occurring at the distillery of Graham Polley. The air for some time was darkened by smoke and dust, while masses of brick, mortar, fragments of iron, and splinters of wood fell in all directions. At the first noise numbers rushed out into the street, but were speedily driven back by the shower of burning materials that fell upon them. When the smoke had somewhat cleared away, it was found that one of the distillery boilers had exploded.

A blacksmith, named Thomas Shannon, who was at work in a shop two hundred feet from the distillery, rushed out of his door just in time to be struck by a large fragment of the boiler, which carried away one corner of the building and fell upon the sidewalk. He was shockingly mutilated about the head, and was conveyed to a druggist's near by in a dying state.

George Bell, who was in a stable adjoining, was covered by the walls which fell upon him, and taken out so badly injured that he died in a short time.

Both of these men were married and left large families.

The remaining portion of the boiler, including the fire-flue, which ran through its center, was thrown about fifty feet across to the opposite side of the street. An inspection of the fragments showed that it was a very antiquated affair, patched all over, like a dilapidated garment, and in places was no thicker than a copper cent.

The engines were soon upon the spot, but there was no need of their services, except in clearing away the rubbish.

A granary adjoining had its entire west wall destroyed. The brick building which encased the boilers was shattered to atoms, and not a trace left except the flooring. Mr. Wood, the engineer, and his two fireman, being at some little distance, escaped. The impression prevailed at the time that the cold weather of the previous night had frozen up the feed-pipes of the force-pump, and that while the engineer supposed the boiler was full of water, it was really empty, or so nearly so as to result in the disastrous explosion which followed.

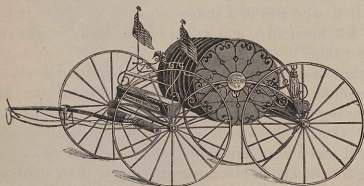
Public feeling ran high at the time, and it was feared that Graham Polley would suffer bodily injury from some of the inhabitants.

On September 26, 1863, an obstinate fire broke out in the Brooklyn white-lead works, corner of Front and Adams streets. The flames soon spread to the opposite side of the street, and in

time communicated with the spire of the Church of the Assumption, corner of Jay Street and Franklin Place. After a very stubborn fight the fire was effectually subdued. The lead works were totally destroyed.

In September, 1849, a disastrous fire occurred in the lumber yard of Lockwood and Keith, situated on the corner of First and North Third Streets, Williamsburgh. Notwithstanding the determined efforts of the firemen, the property was wholly destroyed, causing a loss of \$150,000.

Teale's Phoenix Iron Works took fire July 9, 1850, and so rapid was the progress of the flames that they forced the workmen to flee from the building, without being able to secure their tools or cloth-



Mechanic's Hose No. 2.

ing. The works were subsequently rebuilt, and again destroyed in January, 1853, at the same time Teale's Columbian Hall was burned to the ground.

At the destructive fire in Water Street, February 9, 1875, a loss of \$60,000 was entailed. Many firemen suffered upon this occasion by reason of the intense cold.

The burning of the Iron-clad Can Company's works, situated in West Franklyn and Milton streets, was another extensive fire. This occurred March 14, 1875, and was attended with a loss of \$50,000.

What was termed by firemen as being the "toughest run" on record, occurred on the morning of January 23, 1864. The fire was confined to a dwelling on Prospect Hill, near the reservoir owned and occupied as a residence by Messrs. Furey and Cashow. Owing to the fact that the firemen were compelled to take water from an

adjacent pond, considerable delay was occasioned. Meanwhile the dwelling was wholly consumed.

On Monday morning, December 3, 1866, the Glass House in State Street was destroyed, with a loss to the owner of \$250,000. It was necessary to summon seven engines to the scene.

A \$10,000 blaze in a resin warehouse in Van Brunt Street occurred on New Year's Day, 1866. The heat produced by the burning resin upon this occasion was terrific. While going to this fire John G. Richardson, who was running with Engine 7, tripped and fell beneath the wheels of that apparatus.

Wednesday evening, January 3, 1867, at a fire in a grocery store, corner of John and Bridge streets, Firemen McDonald and Geary succeeded in rescuing a woman from a second-story window of the burning building.

In March, 1867, a fire broke out in the Navy Yard, but was confined to the paint-shop. Some time prior to this occurrence the commandant issued an order prohibiting workmen from leaving the Yard to respond to a call of fire. This action naturally created considerable feeling among the firemen, many of whom refused to attend fires when occurring at the Yard. On this occasion, however, a number of engines answered the alarm, but were absolutely refused admission by the marine sentry, who was obdurate and refused to listen to any reasoning.

Engine No. 7 in some way obtained admittance, but the other companies were obliged to return to their respective houses.

During the memorable draft riots in July, 1863, two grain elevators and a mud-scow, lying at the Atlantic Basin, were burned by a gang of rioters, who had made their way over from New York, and who gave considerable trouble to the firemen.

The burning of the Planet Mills, corner of President and Bond streets, took place May 10, 1875. The Fire Department were summoned by the ringing of a general alarm, and although stubbornly fighting the flames for hours, the "laddies" were unable to stay the progress of the fire until the building was destroyed. The amount of loss at this fire was \$500,000, while three hundred and fifty employees were thrown out of employment.

At the burning of Loomis's planing mill, between Bond and Nevins streets, May 28, 1876, property to the amount of \$75,000 was destroyed.

The conflagration at Campbell and Thayer's Linseed Oil Works was another red-letter day in the history of Brooklyn's great fires. In May, 1877, the works were almost wholly consumed, the owners placing their loss at \$225,000.

On the evening of December 5, 1876, the Brooklyn Theater, in Washington Street, near Johnson Street, was burned, and two hundred and eighty-one people perished in the flames. The fire, according to the fire marshal's report at the time, was caused by the borders (a portion of the scenery) taking fire from the border-lights. These lights were covered with tin on the side facing the audience, and with wire netting on the other side. When the newspapers went to press the next morning, it was not suspected that more than two or three

persons had perished in the flames, and even this was doubted. The last man within the burning building had looked around the lower auditorium, and saw no one there. But in the extreme end of the topmost gallery there were imprisoned several hundred souls, suffocated by the volumes of smoke that poured down from the burning roof, and who gave no sign that they were miserably perishing there. It was not until the morning of the 6th, when the flames were under control and the firemen began their search among the ruins, that the exploration of



Caspian A. Sparks.

a dreadful pit, just beyond the door leading into the street, discovered the sight which made strong men pale and faint, and disclosed a scene which is to be recorded as almost unparalleled in history. There, piled one upon another, in every attitude of struggling despair, was a mass of charred and agonized figures, just as they had fallen with the end of the gallery, above where they had met all together their horrible deaths.

It is clear that the first flames caught in the inflammable material above the stage. Thence it rapidly communicated to the stage



below, but still more rapidly it ran along the ceiling of the theater, made, most extraordinarily, of stuff that rendered it nothing more than a tremendous tinder-box. The dome of the theater was con-



Burning of the Brooklyn Theater, December 5, 1876.

structed of what is technically known as "parofile stuff"—a variety of canvas used on account of its strength and lightness. As soon as the outer doors were opened, the draught created drew the fire with

terrible swiftness along this covering of the dome, thus firing the roof at once and filling the upper part of the theater with a dense, suffocating smoke. This smoke was forced down toward the floor, and, in an inconceivably brief space, enveloped the entire upper gallery in its folds. Those in this tier had meanwhile rushed toward the entrance, but the stairs leading downward were tortuous and narrow, and the asphyxia that speedily seized upon the struggling crowd made even this slight chance of escape impracticable. Therefore, the first of those who reached the gallery entrance only were able to make their way to the street, and the rest either suffocated as they were striving to escape or sank down to await the fiery death that soon followed.

When the searchers went about their work, the most of them were found under the vestibule, doubtless as they had fallen when that portion of the gallery fell where they had gathered.

On the night of this terrible holocaust the play of "Two Orphans" was being performed for the last time but three. The full cast was as follows, and, with the exception of Miss Morant, Miss Vernon, and one or two of the minor characters, all the members were in the theater at the outbreak of the fire:

Chevalier De Vaudry . . . . .	Mr. C. R. Thorne
Count de Linieres, Minister of Police . . . . .	Mr. H. F. Daly
Picard, Valet to the Chevalier . . . . .	Mr. Claud Burroughs
Jacques Frochard, an Outlaw . . . . .	Mr. J. B. Studley
Pierre Frochard, his Brother . . . . .	Mr. H. S. Murdoch
Marquis de Presles . . . . .	Mr. J. G. Peakes
Doctor of the Hospitals St. Louis and Salpetriere . . . . .	Mr. H. B. Phillips
La Fleur . . . . .	Mr. H. W. Montgomery
Officer of the Guard . . . . .	Mr. John Mathews
Martin . . . . .	Mr. L. Thompson
De Mailly . . . . .	M. J. Clements
D'Estres . . . . .	Mr. Geo. Dalton
Footman . . . . .	Mr. E. Lamb
Antoine . . . . .	Mr. R. Struthers
Louise,                    }           The                    }	Miss Kate Claxton
Henriette,               }   Two Orphans,        }	Miss Maude Harrison
La Frochard . . . . .	Mrs. Farren
Countess de Linieres . . . . .	Miss Fanny Morant
Sister Genevieve . . . . .	Miss Ida Vernon
Marianna, an Outcast . . . . .	Miss Kate Girard
Julie . . . . .	Miss Ethel Allen
Cora . . . . .	Miss L. Cleves
Sister Therese . . . . .	Mrs. L. E. Seymour.

Miss Kate Claxton (*Louise*) was lying on the straw pallet in the sixth tableau, last act, and Mr. Murdoch (*Pierre*) was delivering his speech, when the two heard a whisper of "Fire" from behind the scenes, and, looking up, saw flames issuing from the flies. Mr. Murdoch stopped, but Miss Claxton whispered to him, "Go on, they will put it out, there will be a panic—go on," and he resumed. So far the audience had not noticed anything out of the way, and the two played the scene through, Mrs. Farren (*Frochard*) entering meanwhile. The carpenters were all the while trying to stop the progress of the flames, unnoticed by the house, and Miss Claxton delivered her little speech to *Jacques*: "I forbid you to touch me," which was greeted with applause. Meanwhile the audience had begun to suspect something, and with Miss Claxton's words, "I will beg no more," the actors were forced to move from fear of falling timber, and the audience rose to their feet. Mr. Farren and Mr. Murdoch stepped to the foot-lights and waved to the people to resume their seats, while Mr. Studley and Miss Claxton went forward to do likewise. Mr. Studley shouted: "Ladies and gentlemen, there will be no more of the play, of course; you can all go out if you will only keep quiet." Miss Claxton, at the other end of the stage, begged the people to keep cool, adding, "We are between you and the flames."

By this time the fire had made so much headway that the actors had to look out for themselves. They had held their ground as long as it was possible, and, seeing from the panic which started immediately in the gallery and spread all over the upper part of the house that the worst had begun, they began their retreat, the ground-floor being already almost cleared. Mr. Thorne had gone. Mr. Burroughs was upstairs in his dressing-room, from which he escaped only to meet his death. Mr. Murdoch was never seen again. Miss Claxton and Miss Harrison rushed one way; Miss Girard and the minor people another.

All the actors agree in according the highest praise to the four people on the stage for their coolness and bravery under the trying circumstances of the case; and these in turn declared that the musicians in the orchestra kept their places and their presence of mind to the last. It is also agreed that but for the action of Mr. Studley, who was the last to leave the stage, and Miss Claxton, who never lost her

presence of mind, and of Mrs. Farren and Mr. Murdoch, in keeping some of the people in their places, thereby allowing others to go out leisurely, there would have been a much worse stampede, and possibly a heavier loss of life on the ground-floor.



Identifying the Property of Victims of Brooklyn Theater Fire.

The noise created by the efforts of the stage hands to extinguish the flames had meanwhile excited the suspicions of the audience that



something was wrong, some minutes before the final alarm was given. Their suspicions were confirmed when the burning fragments of scenery, having made their way through the canvas roof of the hut, began falling upon the stage. The sight of fire seemed to paralyze every one for an instant, and just as they recovered sufficiently to act, Mr. Studley's sudden coming to the front of the stage and assuring them that there was no cause for alarm, caused another pause of a second. It was for a second only. The blazing fragments began falling thick and fast, contradicting the actor's well-intentioned deception. The audience arose as by one impulse, and made a rush for the doors. The entreaties of Miss Claxton and Mr. Murdoch were unheeded. The fierce struggle for life had begun. The ushers, for the most part, preserved their presence of mind, and endeavored to enforce order among the rushing crowd, as did also the police in attendance. Mr. Rochfert, the head usher, broke open a small door at the farther end of the vestibule, and increased the facilities of exit into the open air, which regularly consisted of two doors five feet wide, opening upon Washington Street. Mr. Rochfert also entered the auditorium, and endeavored to quell the excitement, but without avail.

A fire alarm had been immediately sent from the First Precinct Station-house, located next the theater, and a minute or two after a general alarm and also a call for the reserve force of all the precincts. But by the time the engines were in position and at work, the fire was beyond control. The occupants of the orchestra chairs and parquet had had but little difficulty in making good their escape, but at least two-thirds, and perhaps even a larger fraction of the audience, were still in the dress-circle and gallery. The lowest estimate of the number in the gallery is that five or six hundred people were in that portion of the house, and from among these were most of the three hundred deaths. The exit from the first balcony was down a single flight of stairs in the rear of the vestibule. Down these stairs the people came in scores, leaping and jumping in wild confusion. The way out from the upper gallery was down a short flight of stairs starting from the south wall of the building, thence by a short turn down a long flight against the same wall to the level of the balcony, and from this floor down a cased flight into Washington Street. The main floor and first balcony were soon emptied through

their respective exits, but for the five or six hundred panic-stricken gallery spectators to pass safely through the tortuous passage described was next to an impossibility. Every indication points to the fact that, suffocated by the smoke forced down like a wall from the roof, the mass of those in the upper gallery thronged about the entrance to the stairs, and were either blocked there so as to make exit impossible, or were unable even to make the attempt to escape, and sank down, one upon the other, to fall in a mass into the horrible pit under the vestibule when the supports of the gallery were burned away. Those near the entrance of the stairs were, probably, the only ones who were able to escape from this terrible slaughter-pen. There was comparatively little outcry here, and this, again, would seem to indicate that suffocation had intervened to numb the sensibilities of the hundreds to whom death was to come by fire.

As soon as the flames reached the rear of the theater, near the entrances, where the hundreds of people were contending wildly, the horror of the scene was increased tenfold. Some leaped madly from the gallery upon the orchestra chairs, and only a few were sufficiently self-possessed to lower themselves by the railings. One man escaped by the small window at the head of the gallery-stairs, letting himself down upon the roof of the station-house. Another, who attempted the same escape, was suffocated or became insensible as he reached the window, and was seen sitting motionless there until swept away. A few lowered themselves from the second-story windows on the Flood's Alley side; but the great mass stood helplessly blocked in. The smoke became unbearable, and the police and firemen who had been able to penetrate the crowd at all were obliged to retire. They seized as many of the paralyzed bodies as they could and dragged them into the street, passing on their way out over piles of insensible men and boys. Fifteen minutes after the fire broke out the interior of the theater was wrapped in flames. Shortly after, the roof fell in, and at 11:45, half an hour after the fire started, the broad east wall fell with a terrific crash. The few who had reached the first flight of stairs from the street were taken out and carried into the First Precinct Station-house. The crowd that had escaped from the theater remained in the adjacent streets. Men without hats or coats, with clothing torn and faces bruised;



Ruins of Brooklyn Theater after Fire of December 5, 1876.

women bonnetless and disheveled, weeping convulsively—every face was a picture of woe and fright.

The crowd was quickly and largely augmented by the anxious throng of sight-seers, and to keep them within the proper limits required the efforts of nearly the entire reserve police force of the city. The police commissioners and Superintendent Campbell and Inspector Waddy, the Chief of the Fire Department, Thomas F. Nevins, and Fire Marshal Keady, had been telegraphed for and came promptly to the scene of the conflagration, and did everything in their power to provide for the sufferers,—for many had been brought out bruised and burned. The firemen had not fairly begun their labors before it became evident that it was impossible to save the theater or any part of it; the entire attention of the force was, therefore, directed to the surrounding buildings which meanwhile were seriously threatened. Several small buildings on the opposite side of Flood's Alley were partially destroyed, and at one time the First Precinct Station-house was in imminent danger. The fire was, however, confined to the theater by the united exertions of the entire Fire Department. The interior decorations of the theater were of such light and inflammable material that the fire was quite beyond their control, so far as the theater was concerned, and the roof being equally light and inflammable, it required constant exertion to keep the fire from spreading.

In the rush from the parquet, a father, mother, and child made their way as far as the lobby, when the father, who was carrying the child, was knocked down and the mother fell in a dead faint. Two men, with commendable bravery, carried her to the station-house after a long and hard struggle. John Hartman, an employé in the Department of City Works, was thrice knocked down and trampled on; the third time he became senseless and was dragged out. His wife and child, who were present with him, made their exit first. A lady near the orchestra was so overcome by terror that she fell to the floor paralyzed by fright. One woman, whose husband had been swept down before her and his face trampled into an almost shapeless mass, was borne over him by the crowd and into the street. Her agony was fearful as she implored the bystanders to allow her to remain in the burning building. The body of her husband, almost lifeless, was afterward rescued from beneath the feet of



the crowd and carried to the station-house. The scenes immediately after the fire beggar description. There were women with their faces frightfully bruised and bleeding, gasping and moaning between their sobs. More than one mother was seeking for a lost child, with supplications that would have moved a heart of stone. In the station-house one woman was soothing an old man whose head, badly cut, lay in her lap. A young girl of not more than seventeen, with face so bruised and swollen that one eye was closed, was consoling her mother, who knelt beside her. The outbursts of grief from every side oppressed every heart. All that could be done to care for the sufferers and alleviate their misery was done. Friends, strangers, and officials brought drink to them, helped dress their wounds, and to carry home those who could not walk. A few were taken to the hospital during the night, but the great majority were provided for by their friends. Thus the weary night was passed.

The number of killed and missing at this fire has been variously estimated, but the number identified and subsequently buried was two hundred and seventy. The charred and unrecognized remains of a very large number, however, were collected together and publicly buried at Greenwood. The day of this public burial I shall never forget.

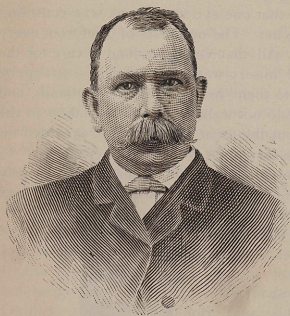
The elements sounded a loud dirge about the cold grave, and the two thousand persons who reached the cemetery will no doubt recall the wildness of the scene. Private funeral processions arrived at intervals



George V. Zundt.

during the late morning hours. At 1 o'clock people who came to witness the public burial began to appear in considerable numbers. Between 1 and 2 o'clock the storm was at its height. Ladies were admitted into the visitors' room and into the office, both at the Gothic gate-way. The windows were filled with faces looking sadly at the large mound of earth at the foot of Battle Hill. The

first thing done by the new-comers was to rush to the grave, into which they peered till the cold drove them back to the gate-house. When the rooms were filled, the crowd sought shelter in the lee of the structure. From the bay the gale came sweeping on, and, gathering dust, gravel, and sifted snow, beat with all its fury on the slopes of Greenwood, which looked all the more weird for its white



Charles Chambers.

monuments and effigies of the dead. A few hundred feet from the entrance, where Bay View Avenue branches off from Baltic Avenue, laborers were straining every muscle to complete the grave. Seventy-five men had been at work for days. Two men were preparing blasts in two large bowlders which could not be lifted out of the pit. The excavation was almost complete. The grave was a circular trench fourteen feet wide and eight feet deep. The earth in the

center was left and formed a cone twenty feet in diameter, in the center of which a monument at some future day will doubtless be placed. The frozen earth which had been taken out formed a circular ridge about the grave. At 2 o'clock the sepulcher was ready.

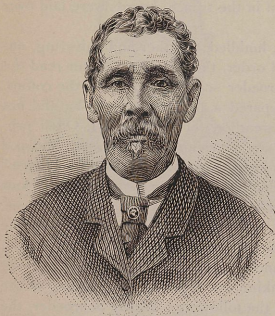
The cemetery bell began to toll at 2:30 o'clock. The people who could not find standing-room about the grave climbed the adjoining slopes, and even stood upon graves in their eagerness to see the procession, which entered fifteen minutes later and turned into Bay View Avenue, passing to the crest of the hill and coming down Battle Avenue to the grave. The officiating clergymen, the Rev. A. P. Putnam, the Rev. John Parker, and the Rev. Joseph Odell, took positions on the right, and sixty German singers, members of the Brooklyn Sängerbund, South Brooklyn Quartet Club, Schützenlust, and Brooklyn Männerchor, led by W. Groschel, occu-

pied the central plot. One by one the hearses and undertakers' wagons came up. Twelve cemetery employés bore the coffins to the strip of earth covering the trench. Ropes were adjusted, and each in turn was lowered into the common grave. The coffins were placed in a double row, with the heads pointing inwardly. The choir sang Abt's "On every height there lies repose." To the one hundred bodies which were brought with the procession were added two coffins containing recognized dead, brought separately by friends, and these increased the tenantry of the sepulcher to one hundred and two. When all were placed in the trench, boards were laid over the coffins.

While the thinning crowd, huddled together and shivering, endeavored to maintain quiet and order, the Rev. Dr. Parker read the burial service, and Mayor Schroeder scattered earth on the coffins. The Rev. Dr. Putnam had prepared a funeral address, but did not deliver it on account of the weather. The Rev. Mr. Odell pronounced the benediction, and the German societies sang Kullak's "Abendlied," beginning, "Under the greenwood there is peace." The assemblage then quickly dispersed. At twenty minutes of four o'clock forty-two grave-diggers began the work of filling the graves.

Members of the city and county government, judges of the Supreme, City, and other Courts, several clergymen and others, gathered in the Common Council Chamber in Brooklyn on the day of the burial, preparatory to taking carriages and proceeding to the cemetery. Among them were the following: Mayor Schroeder, the Rev. A. P. Putnam of the Church of the Saviour, at Pierrepont street and Monroe place, the Rev. Josiah Odell of the Primitive Methodist Church in Park Avenue, the Rev. A. J. Lyman of the South Congregational Church in Court Street, the Rev. John Parker of the Warren Street Methodist Episcopal Church, the Rev. Nevin Woodside of the Reformed Presbyterian Church in Duffield Street, the Rev. A. Stewart Walsh of the Gethsemane Baptist Church in Wiltoughby Avenue, Judge G. G. Reynolds, Judge Alexander McCue, Judge Neilson, Justice Thomas M. Riley, Justice N. B. Morse, County Clerk-elect John Delmar, Justice-elect E. Wilson Bloom, General Henry W. Slocum, Commissioner of City Works Thomas W. Adams, General James Jourdan, Police Commissioners Hurd and Pyburn, Sheriff Albert Daggett, Surrogate-elect Walter L. Living-

ston, Water Purveyor John H. Rhodes, Register of Arrears Daniel D. Whitney, ex-Mayor John W. Hunter, Tax Collector William A. Furey, City Auditor William S. Searing, Corporation Counsel DeWitt, Daniel L. Northrup, City Clerk Bishop, Charity Commissioners Thomas P. Norris and Bernard Bogan, ex-Aldermen William Richardson, Daniel O'Reilly, Patrick Shannon, Keeper Shevlin of the Kings County Penitentiary, John W. Coe, John Cunningham, Dominick Roche, John Truslow, George W. Knaebel, Fire Commissioner McLaughlin, Jonathan T. Norton, Daniel Walsh, Colonel



Alexander DuFlon.

Thomas Carroll, John F. Hennessy, Daniel Bradley, Garret Bergen, William H. Barker, Martin Breen, Charles W. Cheshire, John R. Kennaday, Benjamin W. Wilson, Joseph Smith, Francis White; Aldermen French, Burnet, Sterling, Black, Corr, Kane, Rowley, Arnott, Murtha, Gunder, Griswold, Donovan, Ray, Reardon, Parker, Acker, Cottrell, Williams, Guthrie, Sigrist, Fritz, Fisher, Jennison, and Hill; Supervisor-at-Large Howell, and Supervisors Breslin, Quimby, Sexton, Coates, Byrne, Fry, Ryan, Hawkes,

Moran, Hohn, Curran, Tierney, Eger, Clark, Brown, McDonald, Harmon, Phelps, Yeaton, Nathan, Steers, Van Cott, Gubner, Williamson, Van Siclen, Stillwell, and Rider.

The following is a list of the names of those who were known to have perished in this memorable fire, many of whom were buried in Greenwood on the occasion of the public interment:

John Addison, Amanda Alberti, Louis Alberti, Jacob Allen, Chris. Armstrong, Arturo Arneo, Jos. A. Ashwell, Gustav Auerbach, Eddie D. Anquinos, John Bailey, William H. Barrett, jr., Edward Beattie, William Bennett, Caroline Berry, Charles Blackford, Mrs. Chas. Blackford, Miss Blackford, George Boldstridge, Robert H. Boyle, John Bresmon, Patrick Broderick, Addie Brooks, Hannah A. Brown, William Brown,



Edward E. Bryant, William Bryant, Wilnot S. Bryant, Henry M. Bunce, Frederick Burke, George Burke, Claude de B. Burroughs, William F. Burton, Bernard Byrne, George W. Cadmus, Marian Adele Cadmus, Michael Carley, Samuel Calhoun, David Carlyle, John Caselet, J. Cassidy, Michael J. Cassidy, Thos. H. Chichester, Daniel F. Collins, Robert Conaly, Peter Concannon, Michael Conroy, James Cowen, Wm. E. Crandall, Oliver F. Crane, Walter W. Creed, James J. Cullum, Richard Curran, Joseph A. Deanaro, Clara Deanaro, Edmund Delapottierie, Thomas J. Dempsey, William Deshay, William Deuch, Thomas Devine, Charles E. De Voe, Aaron Dietz, Abraham Dietz, William Donally, Hugh F. Doner, James E. Doner, Edward P. Doody, Henry Doolittle, Ann Jane Dougherty, Samuel Dougherty, Matilda Ward Duffey, David Eckert, James Elliott, Sidney Evans, George J. Farrell, Hamilton B. Faron, William Feeney, George Fitzgerald, Mathers Foden, Cornelius Foley, Abraham Forshein, Charles Franke, William Franke, William K. Frankish, George Freel, Rosine Froideveaux, Patrick Gaines, Patrick Gallagher, John E. Garvey, Charles E. Gassert, James Gay, Patrick H. Geary, John Giles, James J. Gill, Samuel Gillholm, Philip Gillise, Isaac Goldt, James Goodwin, John A. Grace, Robert Graham, George Granger, Alfred Gray, James Gray, Frank E. Green, John Greig, Dora Haedrich, Emma Haedrich, Delia Hamilton, F. Hampsen, Mrs. F. Hampsen, Stuart Hand, John Hanify, Charles J. Hargrave, Charles P. Harrison, William Hartman, Samuel Hawkins, John Hayes, Samuel Hayes, Louis Hecht, George Hennessy, John Hickey, Samuel Holmes, Robert L. Howell, Charles Jackson, Geo. W. Jackson, John H. Jackson, Robert N. Jackson, John W. Jennings, Alfred Jennison, Henry Jennison, Frederick Jordon, Henry A. Jones, Otto Kamecke, Mort L. Kavanagh, John Keenan, John Kennedy, James Kerrigan, Nicholas F. Kieley, George Kraft, Henry Kraft, Joseph Kramer, Abram Kurtz, George E. Laffel, Lawrence F. Lamb, George Lane, James H. Lane, John Lane, James Lannigan, Patrick Lawler, Christopher Leck, James Lennon, James Leonard, Isaac Lesseur, Caleb J. Leverick, James Leyden, Margaret Lidgates, Abraham Loewenthal, George E. Logan, Joseph F. Looney, Charles H. Lott, George P. Lott, George Lottimer, John R. Loughlin, James Martin, Patrick E. Martin, Ann Martins, James F. McCaffrey, Patrick McCaffrey, Edward McCarthy, Patrick McCarthy, Edward McClellan, Jane McClellan, Mary Ann McClellan, Angus McCullough, John McCullough, John J. McDermott, Francis McGiff, John McGinness, James McGrath, Patrick McKeon, Chas. Dunlap McLean, Dennis McLean, James McLean, George McLoughlin, John McManus, Henry F. McNally, Joseph P. Medinger, Joseph Mecks, Alfred Meigh, William Meyer, Charles Mitchell, Diedrich Mitteberg, Daniel Mocter, Francis Morgan, James Morris, Albert W. Morrison, John Mowbray, Mary Mullaney, H. S. Murdoch, James Murphy, James Nagle, Hugh O'Brien, Frank F. Offerman, William Offerman, Louis Olsen, Annie O'Neil, Joseph O'Neil, Stephen Oram, Jacob L. Ostrander, Charles Otis, Lena Pample, Louis Payne, W. H. Pearce, Frank Pickford, John T. Pollard, William Pollard, Wiekam C. Powell, jr., Elias Quick, James Quinn, Harry Ralphs, Patrick Reardon, John Reddy, Theodore Robinson, Catherine Rogers, Donald Rose, Antoine Roselle, Adelaide S. Rothwell, Charles Ronce, Charles Ronce, jr., Arthur B. Russell, Charles Schautz, Henry Schautz, Amelia Simpson, Mrs. Smitt, Deborah Solomon, Lena Solomon, Mary Solomon, Morris Solomon, Philip Solomon, Albert J. Sorwine, Thomas Stenson, George Stephens, Abraham Stettauer, Daniel Still, Robert Still, Charles H. Styles, Arthur Taylor, John Taylor, E. M. Thomas, John

Tracey, Joan F. Turner, Wm. E. Turpenning, Jose M. Valdez, Christian Veith, Lena Ward, William Ward, George Watkyns, John B. Watson, Henry Webster, William H. Webster, Harry Weedon, Michael J. Weldon, James Welsh, Annie Wenig, Thomas Whistance, John J. Woods, Charles Wroe, Charles Wroe, jr., Joseph Zeigler.

In the Brooklyn "Eagle" of a recent date I find the following interesting account of a number of fires which have occurred recently, together with a graphic description of the heroism displayed by a number of brave firemen of the present Brooklyn Department.

On the morning of January 14, 1880, at about seven o'clock, a fire broke out in a three-story frame building adjoining Otto Huber's brewery, on old Bushwick Avenue, near the railroad depot. The two lower stories of the building were occupied by Mason & Katzi, fur dressers, and Ernest Bauer, bung and cork manufacturer, had the top floor. The fire burned furiously, even when the firemen had got to work. Streams of water were poured into the building by two gangs of hosemen stationed upon a stairway on the outside, which led to the third floor. The angry flames roared within, eating away the vitals of the building and shooting toward the sky like flames through a blast furnace. Nothing but a shell was standing. To all appearance outside it was safe. Although danger was to be apprehended in time, it was not thought to be imminent at so early a stage. Suddenly, and without the least warning, there was a collapse of the building at the end, and it sank in a heap, partially burying six firemen beneath the broken and charred timbers. But the substances of the boards and timbers were both rotten and eaten away by the fire, and when the weather boarding fell upon the firemen it shattered and fell about them, so that with the assistance of their fellows they were speedily extricated from the *débris*. William Baldwin, foreman of Engine No. 16, who ran the greatest risk, however, sustained severe injuries. He was struck on the head by a stout heavy beam, which settled across his body and pinned him down momentarily among the fragments of wood. Willing hands quickly removed the timbers, and carried the stunned fireman into an adjacent dwelling. Dr. Lowenstein attended the injured man, who he concluded was not in immediate danger. The other firemen suffered mostly from contusions about the body and limbs. Baldwin died six days later from his injuries, and was deeply mourned for by his brethren.

In 1882 there were three oil refineries within a short distance of each other on the Kings County side of Newtown Creek, north of Calvary Cemetery or Penny Bridge. The first was the Greenpoint Oil-works, owned by Wilson & Anderson; the second was the Locust Grove Works, owned by James Donald & Co., but said to be controlled by the Standard Oil Company; and the third, Sone & Fleming's establishment, also said to be a branch of the Standard Oil Company, was less than a quarter of a mile north. In each of the refineries were numerous large tanks above ground and underneath. At half-past nine o'clock on September 14, a bolt of lightning struck a tank in the center of the yard of Donald & Co.'s premises. At the same moment a tank in Sone & Fleming's works was ignited by lightning. The watchmen and the workmen on the premises of the former place sent out alarms. The firemen, after hard labor, extinguished the fire inside of half an hour.

But the conflagration at Sone & Fleming's was more serious. The tank contained about 25,000 barrels of oil, and when the lightning struck it, the roof, which was not supplied with safety doors, was ruptured. The flames burst forth fiercely, and the efforts of the firemen were directed toward saving the other twelve or more tanks close by from catching fire. The engines were comparatively useless on account of great difficulty in getting water. However, by using private pumps the firemen managed to pour seven streams of water on the tanks to keep them cool. A tank containing gasoline adjoined the one on fire. As soon as possible two canal-boats and two lighters were procured, and connections were made for drawing off the oil into them. Streams of water played upon the tank while the oil was being pumped into the boats. The men fought with the stubborn flames all through the night. Toward daylight things seemed to be getting safe. At half-past five o'clock next morning the canal-boats had been loaded and the lighters were being filled. The men of Engine No. 12 and Hook and Ladder No. 4 were distributed about the place.

There were about twenty-four of them in all. In addition there were ten men rendering what aid they could under the direction of Superintendent John Cooper. Near the gasoline tank was Foreman Charles Keegan, of Hook and Ladder No. 4, talking to Assistant Chief Smith. Within a few feet of them were Firemen Rhodes, McKenna, McCarthy, O'Brien, and Sloat, of No. 6. Near the burning tank was a workman. The other firemen and workmen were a little further removed from the tank. The oil running into the lighters was found to be getting warm and it was cut off. There were then only four feet of oil in the tank, or about four thousand barrels. Chief Smith had parted from Keegan and was a few feet removed when he heard a noise of hissing behind him—a "fry," as he described it. He immediately saw a flash and darted away from the place and climbed a hill. The tank had apparently sprung a leak, or else some of the connections had given way, and out poured the flaming oil in torrents. Foreman Keegan evidently stopped to see what was the matter until too late. The fiery river swept around him and wrapped him in its terrible arms. On it swept, and firemen and workmen scrambled for life. Firemen Rhodes and O'Brien, who were a few feet away from Keegan, ran through a cooper shop and got out on the wharf beside which the boats were. They scrambled along the string-piece and got on the tug *Brilliant*, which was pumping water on the fire. Superintendent Cooper climbed on the string-piece, but fell off and broke his arm, and got burned about the face and body. Captain Deary, who had charge of the tugboat *Brilliant*, plunged into the water and got stuck in the mud. The oil ran over into the water, surged around him, and burned him to death in a few minutes. The workman near the tank must have got caught in an instant and been consumed. The stream of burning oil ran down to the wharf and quickly ignited the two boats. The hawsers connecting the tugboats with the other craft were cut just in time, as the latter were folded in flames. The oil afire on the creek made it seem ablaze for a quarter of an hour.

A spark from a hoisting-engine stationed at Harbeck's stores, at half-past ten on the morning of July 19, 1883, caused the loss of many lives, among them that of Fireman Robert McDougall, of Truck No. 3, besides the burning of three ships to the water's edge, and the consumption of a great deal of valuable property. The engineer at Harbeck's stores was raking out the fire of a hoisting-engine, when a spark was

blown to some hemp. This blazed up and the flames rapidly spread. The wharf before the stores was covered with a shed, under which were large quantities of jute, hemp, goat-skins, and some saltpeter. About the wharf were three good-sized sailing-vessels and a couple of lighters, all of which were variously loaded with hemp, jute, jute-butts, and saltpeter. Before the 'longshoremen on the wharf could realize it, the whole shed and its contents were on fire. Before the engines had arrived the three ships were ignited. The wind drove the flames from the shed against the *Lawrence Delap*, one of the ships. In an instant the vessel, from her hold to her topmasts, was in a blaze. Her crew and the 'longshoremen who were in the vessels ran about panic-stricken, in consequence of which one man was drowned. The firemen, principally those attached to Engine No. 7, congregated near the shed. They crowded about the doors, close to the crackling sides, and some were bold enough to enter the blazing structure. Suddenly, without warning, the mainmast of the *Delap* swayed and fell full on the burning shed. It occurred so quickly that none had time to escape. The shed cracked, broke, and flattened like a fragile shell, and a cloud of dark, thick smoke rolled upward. A rush was made to the spot, and soon from the smoke emerged the firemen, bearing in their arms their wounded comrades. Some were able to walk, others were crippled by the fallen timbers, and all were blackened with cinders and smoke. Robert McDougall was in the shed at the time of the accident, and was buried under the blazing boards of the roof. In the excitement following the fall, his disappearance was not immediately noticed. When search was made he was found with his head protruding above the burning pile. He was horribly burned, and died a short time after. The other firemen who were injured were Timothy Ryan, Francis Duffy, and William O'Brien, of Engine No. 7; Francis Carroll, James O'Connor, Samuel A. Love, John Gillon, and Charles F. Pouch, of No. 5; James Roberts and James Smith, of No. 8, and Peter McNamara, of Truck No. 3.

At five o'clock on Sunday morning, June 23, 1884, a fire was discovered in the front of A. B. Herseman's bakery, a three-story brick building, on the north-west corner of Graham Avenue and Powers Street. Assistant Chief Engineer John W. Smith was early on the scene. Jonathan Tyack, of Truck Company No. 6, and George Haight, of Engine Company No. 15, were ordered to carry a hose to the rear of the burning building through an alleyway three feet wide, the consuming structure on one side and the residence of Mr. John M. Murray on the other. The building on fire was very old, and had been twice condemned. Tyack and Haight entered with two lines, Truck Company No. 6 intending shortly to follow. The flames were now raging and roaring furiously, and hundreds of people had congregated at the scene. Suddenly the building was seen to sway; again it moved, and yet once more. Then, as if forced apart by an explosion, the walls on all sides gave way, and the roof fell in with a terrific roar. A cry of horror went up from the multitude. They knew that the two firemen were buried in the ruins. It was impossible to reach the unfortunate men through the burning *débris*. The only possible way to extricate them was by cutting a passage from the cellar of the adjoining house, under the foundation, into the alleyway. No time was lost. The firemen worked vigorously, but nearly an hour elapsed before the crushed and mangled bodies of Tyack and Haight were reached and recovered. Then they, poor fellows, were past all suffering. The front of Tyack's skull was smashed in, and Haight's was also broken.



At midnight on August 29, 1884, a fire broke out in a sugar-house near the corner of Myrtle Avenue and Raymond Street. Assistant Engineer Charles Farley (at present sheriff) was one of the first to arrive, and when the other firemen came they were set to work without delay. The building was a three-story frame tenement which housed two families. The family on the first floor had escaped. "There's a dozen people being suffocated there," said somebody to Engineer Farley. The officer, without hesitation, forced the hall door and made an effort through the stifling smoke to reach the stairway. This he saw with stinging eyes was already burned away as far as the first floor, and Farley made up his mind that nothing could be done there. A ladder taken from Truck No. 3 was already against the building, and one of the members of the company had run up, and for a second entered the apartments of the family, named Keating, on the top floor. But he was unable to endure the smoke, and was driven back before making any rescue. Then Farley, seeing that there was no chance for him by the stairway, dashed up the ladder, followed by Engineer Minard. Farley entered the apartments, and by crawling on his hands and knees made his way into the sleeping apartments of the Keatings. There he stumbled against the bodies of Pierce Keating and his son, nine years old. The man and boy had been awakened by the smoke, and had evidently tried to make their way out of the building. They were overcome, however, before they could leave their room, and had Farley been a few seconds later they would assuredly have been lost. The smoke was suffocating, but Farley managed, though nearly strangled, to drag them to the open window. Then they were handed out to Engineer Minard and others. The boy soon recovered, but the father's life for some days hung in the balance.

One of the most daring exploits in which Engineer Farley was engaged was at a fire which broke out in a four-story brick house in which several families lived, at the rear of the "Eagle" press-rooms. It occurred on the morning of August 2, 1882. A number of the occupants of the lower portion of the building were rescued by two policemen, but Truck No. 3 had to be brought against the building to allow access to the upper stories.

The first man to ascend was Farley, almost before the ladder was fairly in position. In another second he had disappeared through the smoke. A minute later and he came out, bearing in his arms Miss Mary O'Donnell, a woman over seventy years old, whom he found lying insensible upon the landing of the second floor. Then he went back with District Engineer Minard. The crowd watched the two firemen as they disappeared, this time through the two windows on the third floor. Through all the smoke and heat these men crawled. The place was black. The light of the lamps they carried did not penetrate for two feet the thick smoke which surrounded them on every side. The first man they found was John Hogan, who for years sold newspapers at Fulton Ferry. He was unconscious, and it took a great deal of trouble to get him out of danger. He was safely passed down to the sidewalk. His mother was next rescued by two firemen, and finally, when they had brought out Andrew McBride and his wife and two children, none remained to be saved on that floor.

A ladder was placed against the fourth story, and as the two district engineers, after the splendid life-saving work they had done, ascended it, the crowd, which had increased to over a thousand, drowned the noise of the engines with their cheers. Heeding neither blinding smoke nor suffocating heat, Farley and Minard broke into

the windows and felt their way into the rooms. Chief Nevins stood below, watching them anxiously, and seeing that the men on the pipes were properly at work with their streams. Again the engineers appeared, this time nearly exhausted; but Firemen John Mackin and John Silk, of Truck No. 3, were at the windows in waiting. In a few minutes six persons, whose lives were nearly run out, were handed to the care of Mackin and Silk, and by them were carried down the ladders to the street. They were Dennis Mallory, his wife and two children, and John McCauley and his wife. The report spread in a few moments among the breathless crowd that all the lives were saved, and when Farley and Minard descended the ladders a great cheer went up for them, and a crowd surged around the heroes to shake their hands. The demonstration only subsided when the two brave men made their retreat.





## XIX.

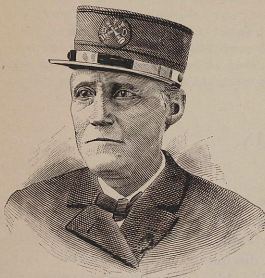
**N**OTHING can be more conducive to the feeling of security which should pervade a community with regard to the means available for extinguishing conflagrations than a well organized and disciplined fire department. Is it not, then, to be wondered that Brooklyn, after having experienced the insufficiency of the old volunteer system and witnessed the success which attended the workings of the paid Department in New York, should look forward with much satisfaction to the permanent establishment of the new fire régime in their midst?

During the session of the Legislature of 1867-'68, most strenuous efforts were made by Mr. Joseph Reeve and other prominent Republican politicians of Brooklyn to get a paid Department bill through, but without success, when, as a sort of compromise between reorganization and the volunteer rule, a Board of Estimates and Disbursements was appointed by act of the Legislature, which took the power of supervision in all matters of expenditure for the Department out of the hands of the Common Council, in which body the matter had heretofore been vested. The Board of Estimates and Disbursements was composed of the mayor, street commissioner, comptroller, and the chief engineers of the Eastern and Western districts. While they remained in power they managed to expend more than \$100,000,—a great increase in the expenditures over the years preceding,—and this proved a strong argument for presentment by the advocates of a paid Fire Department in the Legislature of 1868-'69.

In 1868 an attempt was made by certain politicians to have a law passed organizing a paid Fire Department, but Chief Engineer Cunningham, better known as "Old Jack," shook his head at the proposition, and the politicians knew "Jack" was a power among

the members of the Volunteer Department, and they feared to antagonize the old man. In 1869, however, they succeeded in obtaining the chief's consent to introduce the bill, the proviso being that Chief Cunningham should be chief of the New Department. Speaking of the proposed change, the Brooklyn "Eagle," in January, 1869, said:

"Now that a bill before the Legislature to disband the present Department and supply its place by a paid organization



George Frost.

seems highly probable, it is fitting that on the eve of parting with our old friends we should corroborate the testimony their chief bears to their general good conduct and their laborious and energetic discharge of gratuitously performed duties on behalf of the city. It is all very well for the man-milliners of the press—for the sweepings of a dry-goods store and the dregs and incapables of a staff of counter-jumpers, transferred by their employers into a printing-office, and metamorphosed, to their own surprise and the public ridicule, into critics of public affairs—it is natural for such effeminate specimens of humanity to envy and dislike the hardy sons of toil who—not content with honorable daily labor, the mere contemplation of which makes a Miss Nancy in checkered pants faint with exhaustion—spring with alacrity from their beds and hasten without hope of pay to extinguish the flames threatening their neighbors' dwellings. But the general public does not share this envious antipathy to the volunteer fireman. In an age when most public servants want three-fold pay and pickings to boot, the volunteer fireman's rare and disinterested enthusiasm in public service is an antique virtue, not to



be derided and ill repaid by scandalous invective from fellows as incapable of the fireman's unpaid devotion to the public good as they are of his hardy endurance of labor or exposure, or of his fearless encounters of danger amid the ravages of conflagration and the downfall of buildings.

"It is a common claim of middle-aged men that the Department has deteriorated since their time. They enumerate the men now prominent in public life who formerly were active firemen, and say the Department has different material now. So it has, but we are not so sure that the comparison is much in favor of the seniors. Fights amongst firemen and false alarms got up in joke were much more common years ago than of late; and there is no reason to doubt that of the young men who are firemen to-day as many will in after life rise to distinction as rose in the days when George Hall, Burdett Stryker, and Sheriff Campbell were on the active roll. The faults which infect the Department are no faults of the body of the Department, and the disease of which it is about to die is a mortal complaint of the head, not of the limbs. The body of the Department is sound, but the swarm of paid officials who have been tinkering its legislative constitution for purposes of jobbery are the cause of that selfish, conflicting, extravagant, and inefficient conduct of its affairs which has paved the way for the substitution of a paid system."

The bill creating a paid Fire Department in Brooklyn was introduced in the Legislature by Assemblyman A. B. Hodges, the second chief engineer of the Eastern District, on February 11, 1869. It was discussed in committee February 19, 1869; reported favorably February 24, 1869; sent back to the committee for amendments March 12, 1869;



William A. Minard.

ordered to a third reading March 19, 1869; passed the Assembly March 23, 1869; passed the Senate in April, 1869, and a few days later was signed by the Governor. The bill provided for the selection of four citizens of Brooklyn to serve as fire commissioners, the appointing power being vested in Mayor Kalbfleisch, Comptroller Johnson, Street Commissioner Furey, Alderman Bergen, president of the Common Council, and the city treasurer. The commissioners were all experienced men in fire matters, and took their seats on May 22, 1869.

FREDERICK MASSEY, at present one of the police justices of Brooklyn, was chosen president of the board. He was formerly foreman of Pacific Engine Company No. 14, of the Western District, and is treasurer of the Widows' and Orphans' Fund of the volunteer organization.

HUGH McLAUGHLIN, who filled the office of treasurer, was an active member of the Old Department, and served his time with No. 6 Engine Company. He represented the Second Ward in the Board of Aldermen, and was later on appointed assistant fire marshal for Brooklyn, but resigned that office soon after.

ANTHONY F. CAMPBELL, ex-sheriff of Kings County, had considerable experience as a fireman, having filled the position of foreman of Hose Companies Nos. 2 and 6, of the Western District, at various times. Mr. Campbell was postmaster of Brooklyn, and at the time of his appointment as commissioner was a member of the Wallabout Commission.

WILLIAM A. BROWN was a member of Eastern District Hose Company No. 4. He was regarded as a very intelligent man, and formerly filled the office of clerk in Justice Voorhees's court, Williamsburgh.

Under the volunteer organization there were fifty apparatuses, all told, in use between the two districts, to man which were enrolled about three thousand men. Several of the engines, hose-carriages, etc., were mere excuses for fire apparatus, while there was a general

decay noticeable throughout the houses in which they were kept. One of the first acts of the commissioners was to reduce the number of companies one-half. A tour of inspection of the Department property having been made, all the houses with the exception of three were found to be in a dilapidated condition. In one instance, in the Sixth Ward, an engine-house was found to be almost untenable, notwithstanding the fact that, in the October previous, the Board of Aldermen appropriated the sum of \$3200 to put it in good repair. There was no account for the money thus expended. Some other houses were found to be occupied as whisky manufactories and political club-rooms. These abuses were at once corrected, and are not likely to again crop out to disgrace the community.

In the Eastern District the houses of Engines Nos. 5, 7, and 13 were fitted up with stables, and the engines altered so that the change could be made from hand-pulling to horses at very short notice. The house of No. 4 Engine, corner of Ewen and Wyckoff streets, was enlarged so as to take in a hook and ladder. A truck company was also established in the house of Hose Company No. 4, South Third Street, near Fifth Street.

Stables were erected on the premises occupied by the Greenpoint Hook and Ladder Company. Each of the latter companies was furnished with a hose tender and hose.

On November 1, 1872, Commissioner Campbell resigned, and R. M. Phraner was appointed on the same day to succeed him.

In 1873 the law was changed, and the commission was reduced from four to three. F. S. MASSEY, HUGH McLAUGHLIN, and R. M. PHRANER were the gentlemen comprising this commission. Mr. Phraner's term having expired, MR. JAMES RODWELL, a well-known builder of the Eastern District, was appointed in his stead.



James Walsh.

In November, 1877, DAVID WILLIAMS, JAMES RYAN, and BERNARD GALLAGHER, the latter also a well-known builder of the Eastern District, were appointed to serve until 1879. On July 22, 1879, Mr. Williams, the president of the commission, died.

From 1879 to 1880 the commission consisted of HUGH McLAUGHLIN, MOSES J. WAFER, and PHILIP F. BRENNAN.

In 1880 the one-head bill went into operation, and on June 24th of that year the HON. JACOB WORTH became the sole head of the Fire

Department of Brooklyn, serving faithfully and efficiently until February 7, 1882. On that date Mr. Worth was succeeded by COLONEL JOHN N. PARTRIDGE, who in turn gave way on February 5, 1884, to MAJOR RICHARD H. POILLON. The two latter were appointed by MAYOR LOW.



Thomas Heffran.

JOHN CUNNINGHAM was the first chief engineer of the new Department. Having resigned the office to accept the office of warden of the Kings County Penitentiary, THOMAS F. NEVINS, on November 12, 1870,

was appointed to succeed him, and the latter gentleman has continued to satisfactorily fill the position ever since.

RICHARD H. POILLON assumed charge of the Brooklyn Fire Department as commissioner February 5, 1884. Educated, as he had been, in the Military Academy at West Point, he had already acquired that fitness to command peculiar to graduates from that institution.

The Department, at the time of his taking control, consisted of three hundred and thirty-five men.

Mr. Poillon first turned his attention to the Firemen's Insurance Fund, which had been for some time established, and to his untiring



efforts is due the fact that in December, 1884, that fund had placed to its credit the munificent sum of \$55,202.96.

The increase in the annual income of this fund is mainly due to the provisions contained in an act passed in 1883, to amend Chapter 863 of the Laws of 1873, Section 20. By this the custodians of the fund were entitled to receive annually from the city treasurer all the percentage or tax on the receipts of the foreign fire insurance companies doing business in the city of Brooklyn.

The financial condition of the Widows' and Orphans' Relief Fund was likewise attended to, and in December, 1884, there was a balance to its credit of \$4154.53.

Happily no fires of any great magnitude occurred during 1884, which fact is due in a great measure to the increase in the number of alarm-boxes and to the promptness of the Department when responding to alarms of fire. The subjoined statement will show more definitely the number of fires and alarms, together with the amount of loss for each calendar year since the organization of the present Department:

1869.	49	fires and alarms (three months)	\$113,320 00
1870.	254	"	882,300 00
1871.	272	"	757,875 00
1872.	320	"	1,728,070 00
1873.	289	"	699,185 00
1874.	298	"	636,385 00
1875.	353	"	909,352 00
1876.	385	"	712,490 00
1877.	371	"	1,125,656 00
1878.	382	"	304,814 00
1879.	404	"	608,243 00
1880.	407	"	1,682,540 00
1881.	518	"	825,947 00
1882.	595	"	1,338,272 00
1883.	689	"	793,666 00
1884.	628	" (eleven months)	860,969 00

Owing to an inadequate appropriation having been made for perfecting the hydrant system, but little progress has been made in the erection of additional hydrants. A considerable number, however, have been placed in position throughout the more unprotected portions of the city.

The telegraphic system of the Brooklyn Fire Department is at present in excellent working order. Every facility is afforded whereby instant communication with fire companies is established, while by automatically transmitting a call from fire-alarm boxes to head-quarters, a saving of from one and a half to one minute's time is gained when sending out an alarm of fire.

The telephone service is perfect in every detail, and a direct communication with the district engineers has been established, although it is to be regretted that the telephone has not been placed in the different engine-houses. Its introduction there would prevent considerable unnecessary delay when transmitting a message. By establishing a code of signals upon the small gong circuit, certain communications can now be forwarded to various engine-houses, although better facilities might be afforded.

In June, 1884, at the request of the officials of the Navy Yard, an alarm-box, with its connections, was furnished, the expense being defrayed by the United States Government.

In 1885, two new Amoskeag engines were added to the number then in use, and two new engine companies and a truck company were organized. The "Hayes Extension Ladder," which has been so successfully used in connection with Truck No. 3, has been duplicated and placed for use with Truck No. 4. There are in service at present twenty-two fire-engines and six trucks.

A recent sale of unused apparatus has rid the Department of property which was little less than an incumbrance to it.

The veterinary department, under the skillful management of Surgeon Elisha Hanshaw, Jr., is perfect in every detail. As a result, but a comparatively trifling expense is entailed upon the city for the treatment of horses in use by the Fire Department.

Extensive repairs to the houses of the various companies have been made, under the superintendence of Foreman Charles Goodwin. Besides, every possible provision is made to insure the comfort of the firemen, and afford them proper facilities to respond promptly to an alarm of fire.

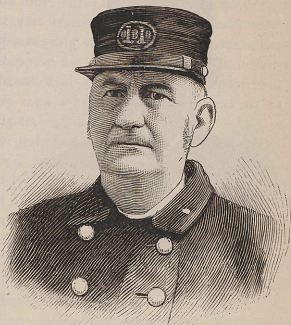
To more adequately afford protection to the valuable property situated along the river front, a fire-boat was recently constructed and placed in service. This great auxiliary to the Department has been named "Seth Low."

The admirable discipline of the Brooklyn Fire Department has for years been favorably commented upon by visitors from different sections of the country. The lenient course adopted by the different heads of the Department, since its formation as a paid corps, has proved beneficial in many respects. A desire has been shown on the part of members to strictly conform to the various rules governing the Department, and to maintain the dignity and honor of the positions respectively held by them. Although three dismissals from the force occurred during the year 1883, not one happened during 1884-'85. This fact would of itself tend to show that the discipline of the Department is as nearly perfect as can be reasonably expected.

The annual inspections have proved beneficial in many respects, and have afforded an opportunity to those in authority to ascertain the wants of both men and horses attached to the different apparatuses.

The placing of the Bureau of Combustibles under the immediate control of the Fire Department was a wise move. The passage in June, 1882, of an act to amend Section 58, Chapter 589, Laws, 1874, created for a time considerable doubt in the minds of Brooklyn officials as to how far the amendment affected that city.

By a concurrence of opinion on the part of the Corporation Counsel and the District Attorney of King's County, that question has been virtually settled. All licenses to sell kerosene oil are now issued pursuant to the provisions of the act referred to, while efforts are continually being made to improve the standard of oil offered for sale. An effort to abolish the license fee for the sale of kerosene oil was some time ago attempted by dealers, but their design



Patrick Lahey.

was anticipated and the movement discouraged by the heads of the Fire Department.

One reason why the abolishment of license fee was opposed, was that the income derived from that source materially aided in increasing the revenue of the Firemen's Insurance Fund. The latter was created for the purpose of providing for the widows and orphans of deceased firemen, and for the benefit of those of the latter who might become disabled while in the performance of their duty.

Upon the introduction into the Department of the present telegraph system, the dispensing with the services of lookouts stationed at the various bell-towers was seriously discussed. It was claimed

that with the establishment of a number of fire-alarm boxes, and the connection by telegraph of all the engine-houses with head-quarters, the fact would eventually be demonstrated that the bell-tower had outgrown its usefulness, and should be discarded.

Nevertheless, the bell-towers were not wholly abolished; while it is asserted by many experienced firemen that to their existence is due the fact that a number of fires occurring during the night have been more readily de-

tected by lookouts than by passing policemen or others employed to guard the city against possible danger by fire.

In February, 1884, a determined movement was made to discontinue the practice of bell-ringing in announcing a fire, and to abolish the tower-service. These structures, situated in the Sixteenth and Sixth Wards, were ordered to be sold at public auction.

The chief objection made to the practice of announcing the locality of a fire by the ringing of bells was that it ordinarily attracted to the scene a large number of idle and dissolute persons whose chief



Samuel G. Huestis.



motive was to secure plunder. Moreover, the latter interfered with the movements of the firemen, and, owing to the inadequate number of police detailed for duty at fires, afforded these people ample opportunity to further their evil designs.

After many years of delay, the bell of the City Hall was connected with Fire Head-quarters, and is now rung by means of electricity, thereby dispensing with the services of three bell-ringers.

Old firemen tell me that the discontinuance of bell-ringing has not lessened the number of idle and curious people at fires, and, furthermore, assert that the driving at a rapid pace of the various engines through the streets when answering a call invariably attracts as much attention as did the ringing of the bells in the olden times.

The introduction into the Fire Department of the State civil-service rules has resulted in a more rigid inspection of those desirous of becoming firemen. It was at first feared by many, that under its provisions none but those possessing scholastic acquirements would be enabled to successfully compete for the position. Such, however, has not proved to be the case, and as a result the Department of to-day numbers in its ranks men who are physically and mentally well-qualified to fill their respective positions.

It has been strongly urged that the repair-shops, situated on Myrtle Avenue, be removed to a plot of ground opposite Fort Greene and owned by the city. Nothing definite has thus far been accomplished in this matter, and the unsightly buildings still remain an eyesore to citizens of Brooklyn.

As an additional protection, the duplication of electrical instruments and appliances has been earnestly recommended, so that in the event of an accident to the wires the telegraphic communication may not be destroyed or rendered temporarily unserviceable.

During the present year an examination of applicants for appointment as firemen took place. The examination was conducted in strict accordance with civil-service rules, and resulted in the selection of men of a wholly different caliber to those who manned the rope of the old-time machine. The working of civil service reform has now been fully demonstrated, although in this city it can hardly be said to have added in a material sense to the efficiency of the Fire Department. As a proof of my assertion, I have but to call attention to the fact that, upon nearly every occasion where heroic action

has been displayed, such deeds have been invariably performed by those who were taught their first lessons in fire duty at a time when bravery, brawn, and muscle constituted the necessary qualifications in a first-class fireman.

The St. John's Orphanage Asylum fire will perhaps more fully illustrate my meaning, as upon that occasion there was displayed the old-time ardor peculiar to volunteer firemen, notably that shown by District Engineer McGroarty and Foreman Campbell, of Truck No. 3, who are both old-time fire laddies.

The disastrous fire in State Street also brought into prominence such men as Foreman Duff, of Engine 3, and Garrity, of Truck 1, who displayed upon that occasion all of the sterling qualifications formerly possessed by the members of the Old Volunteer Department.

Under the able management of Chief Nevins, aided

by Assistant Chief Smith, this fire was so admirably handled as to confine it to a very limited space during its progress.

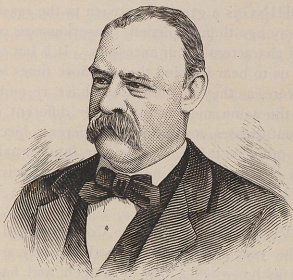
A number of firemen were seriously injured at the time, among whom were Foreman Murray, of Engine No. 4, whose foot was badly crushed, while Firemen Rogan and Smith, of that company, were otherwise seriously injured. Patrick Doherty, of Truck No. 3, was badly injured about the head and face by falling bricks. What came very near being a fatal accident occurred at an early stage of this fire. Privates Ruddy and Fay, of Engine No. 5, were detailed as pipemen, and while directing a stream upon the burning building the ground beneath them was torn up by an explosion, and both were precipitated into a subterranean vault, from which they were with difficulty extricated. It was at first thought that Fay had sustained fatal injuries, but after a few days' treatment at the hospital



Dennis. McGroarty.

he was declared to be out of danger, and soon was enabled to rejoin his company.

The election to the office of sheriff of Charles B. Farley, and the organization of additional fire companies, necessitated the appointment of two more district engineers and additional foremen. The superintendent of the Bureau of Combustibles, Mr. James Kellock, was a fireman of Hook and Ladder No. 6. The overseer of the detailed mechanics is Charles Goodwin, of Truck 3. Both of these men had acceptably performed the duties devolving upon them, and it was decided to promote them to the grade of foremen. There were several other vacancies created by the death, transfer, and promotion of foremen. Fifteen foremen contested for the position of district engineer, but only three succeeded in passing the



First Assistant Chief John P. Smith.

required examination, viz.: DOYLE, of Engine 2; MCGROARTY, of Engine 14, and FANNING, of Engine 15. In the contest for the position of foreman, over forty aspirants appeared. After a searching examination, only nine of that number were selected, and these were subsequently assigned to duty. In the case of Travers, of Engine 12, and Chin, of Engine 1, both of whom served creditably in the war, a percentage was allowed them for their war record, and having passed the required civil-service examination, they were assigned to duty as foremen.



## XX.

**N**OTHING is a greater reproach to the reasoning intellect of any age than a splenetic censoriousness on the manners and characters of our ancestors. It is but common justice for us to bear in mind that in those times we should have been as they were, as they in ours would have resembled ourselves. Both are but the same men acting under different circumstances, wearing different dresses, and pursuing different objects, but neither inferior to the other in talent, industry, or intellectual worth. The more we study biography, the more shall we perceive evidence of this truth.

ISRAEL D. VELSOR first saw light in Cold Spring, L. I., where he was born in the year 1818, being now about sixty-seven years old. He came to Brooklyn when a boy of sixteen, and has resided here since that time. In 1838, when he was twenty years old, he joined Franklin Engine Company No. 3, and was soon thereafter elected to the office of assistant foreman of that well-known organization, and, after serving in that capacity for a few years, he was promoted to the office of foreman of the company, which position he held for about five years. In 1854 he was nominated for chief engineer of the Department, and was elected, his opponent being John Roach, of Engine 13, then located in Court Street, near the City Hall. The assistant engineers who served under Velsor at that time were William Vanderveer, George Staley, Joseph Reeve, and George



Williams. He was reelected three times, serving in all for eight consecutive years.

Israel D. Velsor, or "Dick" Velsor, as he was familiarly called, was and is a very mild-mannered, gentlemanly man, and he was seldom known to lose his temper or get angry. But the political schemers woke him up once, and that was in 1859. In that year Niagara Engine Company No. 8, then located in Jay Street in the house now used as the Fire Department Head-quarters, had in their possession a large double-deck engine, the best in the city at that time, and Alderman Robert Furey, of the Fifth Ward, wanted that engine for his old company, No. 7, of which he had been foreman. He was chairman of the Fire Department Committee of the Board of Aldermen, and he offered a resolution in that body, directing the chief engineer to transfer the engine in use by No. 8 to No. 7, but Chief Velsor would not obey the mandate of the aldermen. The chief then called a meeting of the Board of Foremen, who sustained him in his decision not to transfer the engine to No. 7.

WILLIAM BURRELL was born in the Fifth Ward of New York City in 1824, and at the age of eighteen became connected with North River Engine No. 27, then lying at the junction of Canal and Watts streets in that city. In 1847 he removed to Brooklyn, and started in the hardware business on Fulton Street, opposite the City Hall. In 1851 he became a member of Mount Pleasant Engine No. 16, where he remained for two years. That company not being congenial to his tastes he joined Brooklyn Engine No. 17, where he retained his membership until the disbandment of the Volunteer Department in 1869. He was the last foreman of No. 17, having held that position for fifteen years. This length of service as foreman of an engine company is held to be without precedent in either the New York or Brooklyn Volunteer Department. During the existence as an organization of Brooklyn 17, it was considered the most active and respectable company in that city. No. 17 was the first company to introduce in the Brooklyn Department the "Philadelphia" engine, and also the first to do duty as a steamer.

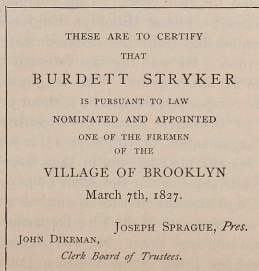
Mr. Burrell was treasurer of the Fire Department Fund in 1855, and held that position one year. He was elected treasurer of the Widows' and Orphans' Fund of the Western District by the Board

of Trustees in January, 1880, and under his management every dollar was strictly accounted for. He still remains treasurer of the Fund, although serving under protest, and has frequently requested to be relieved of his responsibility. Upon the organization of the Firemen's Trust Insurance Fund in March, 1859, Mr. Burrell was appointed secretary. He resigned in May, 1866, and devoted himself entirely to his business in New York. In 1877-'78 he was nominated by the Democrats, and elected Comptroller of Brooklyn. He was also ex-officio Trustee of the New York and Brooklyn Bridge.

In the many positions of trust he has held, Mr. Burrell has always acquitted himself in an upright manner, with credit to himself and to the entire satisfaction of the community.

BURDETT STRYKER was born in Brooklyn in 1809, and is now about seventy-six years old. At the age of eighteen he joined Franklin Engine Company No. 3, and after a few years he was elected assistant foreman of that company. He was then promoted to the position of foreman, in which office he served until July, 1835, when he was elected assistant engineer of the Fire Department, serving in that capacity for four years. In 1839 he was elected chief engineer of the Department, and held that office for ten consecutive years, making twenty-two years of active fire duty.

On a wall in Mr. Stryker's house, in Jay Street, there hangs an old certificate, which is a great curiosity to volunteer firemen. It reads as follows:



In 1858 Mr. Stryker was elected one of the fire commissioners of the Western District, and continued in that office for nine years, dealing fairly and impartially with all matters that came before the board. He served without salary, and won the respect and esteem of all.

Jerome Ryerson, sheriff of the county, having died in 1857, Mr. Stryker was appointed by the governor of the State to fill Ryerson's unexpired term. In the following year he was nominated for sheriff by the Republicans, and was defeated by George Remsen.

Mr. Stryker did not appear again before the public until 1871, when he was nominated by the Republicans for alderman of the Fourth Ward and was elected, he being about the only man in the ward at that time that the Republicans could elect to the position of alderman, as Mr. Stryker has a host of warm personal friends in the old Fourth.

WILLIAM BROWN is now fifty-seven years old, having been born in the Fourth Ward of Brooklyn in 1828. When but sixteen years of age he commenced to run with the "old machine," and in 1848 he joined Protector Engine Company No. 6, under the foremanship of Thomas Watson. In 1856 he was elected foreman of the company, and served in that capacity for nine



James K. Leggett.

years. In the same year he was chosen to represent his company in the Board of Trustees of the Fire Department, where he served with considerable ability. He was elected one of the fire wardens in 1866, and held that position until the organization of the new

Department. In 1871 he was elected President of the Board of Trustees of the Widows' and Orphans' Fund, and he has served on the Committee on Relief of that body since 1856, of which committee he is at present chairman. It will thus be seen that "Billy" Brown was held in high esteem by the members of his company, for they placed him in every position within their gift, and he appears to have deserved their confidence and support. While going to a fire on Christmas Eve, 1868, he was run over by the engine and severely injured, from the effects of which he did not recover for a long time. Every old volunteer knows "Billy" Brown, who now resides on Court Street. He did duty with his company until the organization of the new Department, having served faithfully for about twenty-five years.

SAMUEL BOWDEN was born in Brooklyn in the year 1835, and is now fifty years old. He joined Empire Truck Company No. 3 on June 4, 1851, and was elected assistant foreman in 1855, holding that office for three years. In 1858 he was elected foreman of the company, and held that position until 1863, when he resigned from the truck and became a member of the Myrtle Hose Company No. 17, on April 18, 1864. He was elected foreman of that organization, and continued to hold that office until the disbandment of the Department. He was elected a member of the Board of Trustees in 1864, and is still a member of that body. "Sam" Bowden is another of the old firemen who could not be bought or bulldozed by "Old Jack" and the Democratic Ring. If a company, in those days, refused to support Cunningham for chief, it had a poor show to get the necessary supplies to do duty, and Bowden was one of those who met with the chief's displeasure. The people residing in the vicinity of the carriage-house, believing that a company was needed in that neighborhood, purchased hose themselves, which the chief would not supply, and the company did duty. At one time the chief ordered Bowden not to turn out, and the latter obeyed; but a fire occurring, his company did, and Mr. Bowden was brought before the commissioners on a charge of disobedience of orders. He admitted that his company had been to the fire, but said he was not out himself, and the commissioners dismissed the charge. The chief was beaten, and the company continued to do duty. "Sam" Bowden is a Republican, and resides in the Seventh Ward.



ROBERT HARPER was born in Brooklyn in 1840. In 1862 he became a member of Niagara Hose Company No. 11, then located on Court Street, near the City Hall. He was shortly after elected secretary, and took up his abode in the bunk-room, that company having a neatly furnished room containing eight iron bedsteads, with a closet for each man. "Bob" soon showed his ability to get down quick, and he was sure to be one of the first to reach one side of the "tongue." In 1864, while going to a fire at Sarsfield Hall, in Hudson Avenue, he fell off the tongue, and two of the wheels of the heavy carriage, with seven or eight men on top, passed over his breast. He was picked up, supposed to be dead, but after a few weeks he was doing fire duty again; and to see him now, no one would suppose that nearly a ton weight had passed over his body. In 1865 Hose 11 was disbanded, the Democratic Ring wishing to get possession of their house. Harper then joined Alert Hose Company No. 3, which was located on Hoyt Street, near Fulton. He was soon after elected assistant foreman of that company, and afterward promoted to the foremanship, in which position he was never found wanting. His smiling face and robust form can be seen at all times at his fish and oyster market, on the corner of Myrtle Avenue and Adelphi Street.

WILLIAM TAYLOR is fifty-one years old, having been born in Brooklyn in 1834. In 1852 he became a member of Protector Engine Company No. 6, then located in Pearl Street, and was shortly after elected assistant foreman of that company. While going to a fire he was run over and severely injured. He was assistant engineer for six years, and during that time did not miss a fire. He was at the fire in Furman Street, in 1865, and saw the roof of the building fall in, killing Alexander Benson, Cass. Cammeyer, and others. He was also at the fire at Barnum's Museum, on the corner of Ann Street and Broadway, New York, and had charge of the two Brooklyn steamers sent over there. In 1865 he ran for chief engineer against John Cunningham, but was defeated, and claims that he was cheated out of the election. At that election, as usual, all the power and patronage of the old politicians were brought into play to defeat "Billy" Taylor, who rejoices in being a good Republican, and they succeeded, although Taylor was well

liked and had hundreds of warm personal friends in the Department. He says he can prove that he received a large number of votes in several companies which were counted for Cunningham, and were so returned to the board of canvassers, which consisted of Fred. Massey, Thomas F. Nevins, and Hugh Campbell. "Billy" Taylor is said to have been one of the best of firemen, a "good fellow," and a strictly honest man.

JOHN T. FINN was born in New York, December 24, 1835. Subsequently he came to Brooklyn in 1845, and became an active member of Niagara Engine No. 8. The latter company had been at this time organized about two months, and was located in Jay Street, near Myrtle Avenue. The engine was housed in a frame shed, and was the first double-deck machine in use in Brooklyn. At the World's Fair in New York, in 1854, this engine received the first prize, much to the gratification of the company and her builder, Mr. Jeffers, of Providence, R. I. In 1860 he became a member of Atlantic Hose No. 1, then lying in Henry Street, near Orange Street. He was elected a member of the Association of Exempt Firemen of the Western District in June, 1862, and was successfully chosen to fill the following positions: secretary, in January, 1864; vice-president, January, 1865; and president from January, 1867, to January, 1871. He then declined to be further reelected, and was chosen treasurer, which office he held until 1875. In that year he was again made president, which office he still fills.

At the organization of the Volunteer Firemen's Association of the Western District, in January, 1885, he was elected treasurer. Mr. Finn, during his connection with these organizations, has always performed the duties of his office faithfully, and in the interests of his associates. He has been constantly striving to procure the passage of a law empowering the Exempt Firemen of his district to elect the trustees of the Widows' and Orphans' Fund of the late Volunteer Fire Department. The present law grants to the surviving members the power to fill all vacancies occurring in the Board of Trustees.

From 1857 to 1864 he was connected with the Board of Superintendents of the Poor of Kings County. For a period of forty years Mr. Finn has resided in Brooklyn, where he is held in high esteem by all classes. Among his former associates of the Volunteer

Department he is revered for his kindly efforts to promote their interests. Generous, whole-hearted, intolerant of hypocrisy, cant, and foul play, Mr. Finn is one of the most popular men in Brooklyn.

JUDGE ANDREW WALSH.—It is the indomitable energy, perseverance, and pertinacity of Police Justice Andrew Walsh, of Brooklyn, which has been the secret of his success in life. His impulsive purity of character, sense of right, and knowledge of men rarely lead him into error. Satisfied that he is on the right track, or endeavoring to work a reform in any direction, he pursues his object relentlessly.

Judge Walsh was born in Dublin about forty-eight years ago and acquired his early education in the schools of his native city. When nineteen years of age he came to this country with his widowed mother and took up his residence in the Fifth Ward of Brooklyn. He apprenticed himself to the trade of book-binding and thoroughly learned all its branches. At this time he became a member of Constitution Engine No. 7, with which he served for five years. Possessing the simplicity of a child, the stanchest integrity, the most determined will, the highest sense of honor, and the most touching susceptibility to suffering, Judge Walsh has held positions of the highest responsibility of trust. In 1863 he was elected to the Assembly, and served until 1866. As a legislator he was faithful and efficient, and assiduously looked after the interests of his constituents. He next served as a clerk in Judge Buckley's Court, and subsequently was elected to the honorable position he has now held for three consecutive terms. In 1881, his term of office having expired, he was appointed a Police Justice by Mayor Low, in whom the appointing and conferring power had been vested. As Treasurer of St. John's Orphan Asylum, Judge Walsh has shown rare executive ability. There is no more genial companion in the long list of sociable and companionable judges of Brooklyn than Judge Walsh. He has the friendship of those whose esteem is valuable, and can afford to despise and laugh at the ill-will of others whose hostility can do him no harm.

SAMUEL A. AVILA, ex-member of the Board of Education, is a native of the city of Brooklyn, and has been one of her life-long residents, as well as an honest supporter of an efficient and economical civic government. Early in life he commenced an active

commercial career, engaging in the cotton business, and was a successful speculator for seven years.

He joined the Brooklyn Fire Department at the age of eighteen, and served as active member for fourteen years; was connected for two years with No. 16 Engine Company, and twelve years with Mechanics' Hose Company No. 2, of which he was foreman and assistant foreman for four years.

For five years he was honored by being returned as president of the Exempt Firemen's Association, and for the preceding five years held the office of treasurer to the same body.

Mr. Avila was also, for a number of years, member of the Board of Representatives, and also of the Board of Trustees of the Widows' and Orphans' Fund.

He has rendered able and efficient service, by reason of his great executive ability, as vice-president and director of the Inebriates' Home at Fort Hamilton, important positions which he now holds and has held for many years.

It is, however, as superintendent of the Brooklyn White Lead Company's works that Mr. Avila is best known in commercial circles. He was superintendent of this large manufactory for seventeen years, and under his management the concern's career was exceptionally prosperous. After so many years' close application to business, his health, naturally robust, began to fail so far that he was obliged to tender his resignation.

Mr. Avila has also given much valuable time and attention to the workings of the Board of Education, of which he was an esteemed member for a number of years. During the period that he was connected with the board he served on many of the principal committees, among others those on Supplies and Attendance, also School-house Committee, and chairman of Drawing Committee; his talents and experience proving very valuable in the transaction of the important business that was constantly coming before the board. He was noted for devotion to duty, and while in the board deservedly merited the popularity accorded to those of our business men who find time and make sacrifices to aid in securing a faithful administration of public affairs.

In politics Mr. Avila has always given a conscientious support to Republican principles, and holds, and has held for many years, a



prominent position in Eleventh Ward Republican circles. As president of the S. M. Griswold Association for four years, and also president of the Eleventh Ward Republican Association for two years, delegate to General Committee for six years, and also delegate to several State conventions, he has served his party faithfully and well.

Until recently Mr. Avila was deputy collector of internal revenue for Richmond County. In this large sphere of important active duty he has become very popular, and deservedly bears the highest of reputations as a talented man, an honorable and zealous



Charles Keegan.

official, and an upright member of the community, destined, if he shall live, to fill yet larger fields of usefulness.

DENNIS MCNAMARA was born in New York City in 1838, and removed to Brooklyn in 1845. In 1856 he joined Union Engine No. 5, and remained with that company until the advent of the paid Department. He was for many years a foreman of that company, which was considered one of the most efficient in Brooklyn, and

comprised in its membership many noted men of the present day. In 1864 he was appointed to a clerkship in the city clerk's office, and in 1868 was made deputy city clerk. In 1880 he became city clerk, which position he intelligently filled. For two years he was clerk of the Common Council, and upon the Republicans assuming control of public affairs he was superseded by Mr. W. J. Tate. In 1883 he was appointed a clerk in the office of the City Court, and in 1884 was made deputy clerk of the City Court. Mr. McNamara is one of the trustees of the Widows' and Orphans' Fund of the Volunteer Fire Department, and for a period of nineteen years has been a member of that Board. During his connection with the latter he has ably defended the rights and interests of the fire laddies, and is in consequence highly respected. In his present position he is justly esteemed for his many gentlemanly traits of character. Kind and courteous to those with whom he daily comes in contact in his official capacity, he has made many warm personal friends. Mr. McNamara rendered valuable assistance in compiling the Corporation Manual of the city of Brooklyn for the years from 1864 to 1871. He also took a prominent part in the revision of the Charter and Ordinances of Brooklyn in 1877.

MUNSON S. BROWN became a member of the New York Fire Department, July 3, 1856. In that year he joined Manhattan Engine, No. 8, from which company he resigned, October 11, 1859. He then removed to Brooklyn, where he joined Continental Engine No. 9, January 4, 1862, with which company he remained until the disbandment of the Volunteer Fire Department in 1869. He at one time prominently figured as a candidate on the ticket of the Native American Party. During his connection with Continental No. 9, he was on two successive occasions chosen as assistant foreman, and though he was frequently importuned to take command as foreman, he invariably declined. For a number of years he officiated as President of an association formed by members of No. 9, and was also conspicuous as a manager of the numerous chowder parties given by that organization. In the varied positions to which he was assigned, he performed his duties with credit and in the interest of his associates.

Mr. Brown is a member in good standing in Hohenlinden Lodge, No. 56, F. & A. M., of which he was Worshipful Master during the

years 1871-'72. He is in various ways identified with the Masonic body, and is connected with the Masonic Mutual Aid Association of the Western District of Brooklyn. He is also a member of the North Western Relief Fund of the United States, and is likewise prominent as a member of Long Island Council, 173, Royal Arcanum, in which he is recognized as Regent. He is also an officer of Stella Council, No. 400, American Legion of Honor, and is a favorite member of the fishing-club whose head-quarters are at Mombashshaw Lake, in Orange County, N. Y. The latter association has been in existence for nearly thirteen years, and among its membership may be cited the names of Ira L. Brackett, as secretary, and John H. Gresham, Peter C. Brown, Thomas Jones, Thomas Donlon, Ephraim J. Jennings, Alvia A. Bedell, J. D. Mabie, and Joseph Sheed, of Newburgh. He has been for years a member\* of the New York Volunteer Firemen's Association, and has ever developed unusual interest in the affairs of that organization. In military circles he is regarded as being the beau ideal of all that goes to make up a thorough soldier. In the Veteran Association of the Thirteenth Regiment, N. Y. S. M., to which latter regiment he is still attached as an active member, he is prized for his rare display of executive ability.

Throughout the Masonic Order Mr. Brown is universally respected. He has already passed through the Royal Arch Chapter, and is now a prominent member of Clinton Commandery, No. 27. In each of the many orders to which he has attached himself, he has proved to be a consistent member, and one who has ever regarded his obligation as such. His qualities as a presiding officer having become noticeable, caused him to be rapidly advanced to the highest seat of honor, while his genial temperament and genuine good-fellowship have endeared him to those with whom he has associated for many years.

PETER C. BROWN, brother to Munson S. Brown, is also an old-time vamp, who, with others of that ilk, sorrowfully doffed his red shirt and fire-hat at the advent of the paid fire corps in 1869. His record as a fire laddie was, for its excellence, a well-established one.

Like his brother, he is also connected with numerous social organizations, being a member of Hohenlinden Lodge, No. 56,

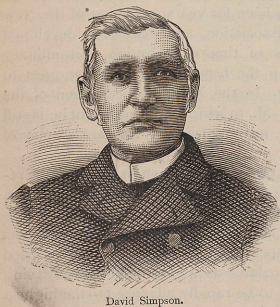
F. & A. M., Royal Arcanum, Long Island Council of the Western District, and the Masonic Relief Association. He is also an enthusiastic member of the Mombashshaw Fishing Club.

In 1871 he became an active member of the Thirteenth Regiment N. Y. S. M., and has performed meritorious service in that organization. He has been for years a member of the Veteran Association of that famous organization.

Mr. Brown is associated with his brother in business as a locksmith on Myrtle Avenue. At the latter establishment may be nightly found men who for years willingly left the workshop or hastily quitted their warm couches in response to an alarm of fire. The Brown brothers welcome these old-timers, and listen respectfully to the wonderful tales recounted by them of the days of the Old Department.

JAMES K. LEGGETT. —

Among the engines which particularly attracted attention at the great triennial parade of the New York Fire Department in October, 1857, no one was more conspicuous than Pacific Engine No. 14, of the city of Brooklyn. It was universally conceded that it by far excelled anything else of the Philadelphia style.



David Simpson.

It was built by John Agnew, of the "Quaker City," in 1850, and cost, when new, \$3000. It was the private property of the company. On one side was a beautiful picture of Balboa discovering the Pacific Ocean, on the other that of Fame and Ambition. On the front of the gallery was a picture of a lion and a lamb lying down together, and in the rear was a beautiful allegorical design of Protection — represented as a woman and child, with a fireman by their side. The gallery was surmounted by a bust of Washington, and the sides and edges heavily mounted with silver. In November, 1856, the



members of this enterprising company gave an elegant reception to a few select friends at their house in Pierrepont Street.

In the rear of the engine-room was a small ante-room, from which led a pair of stairs to a like room on the second story, through which one passed into the parlors. These rooms, which extended nearly the whole length of the building, were richly furnished with heavy mahogany furniture. A beautiful rosewood piano rested in one corner, and from the walls were suspended numbers of beautiful oil-paintings, one of which was a very finely executed portrait of Henry B. Williams, first foreman of the company.

In the rear of the house, a capacious bunk-room had been fitted up and provided with ten beds. A certain number of members "bunked" there every night, in order to be in readiness to turn out at the first tap of an alarm of fire. The room was always kept scrupulously neat.

In the parlor the invited guests assembled, and in the gathering there were very many prominent and beautiful ladies. After partaking of an elegant collation, dancing was announced, and an enjoyable time was indulged in, much to the delight of the younger members of the party. The especial object of this reunion was to present Mr. J. K. Leggett, its foreman, with a magnificent silver trumpet,—a spontaneous tribute to his personal popularity from the members of the company. This trumpet was a most beautiful piece of workmanship.

Its height was about twenty-five inches, and it was handsomely embossed and engraved with various designs. The mouth-piece was lined with gold, while at the base were four beautiful figures. The first one was a solid silver statuette of Mr. Leggett dressed in his uniform and holding a hose-pipe in his hand, while a house is represented burning in the distance. The second figure was a silver lamp-post, about three inches in height, with glass in the lamp, and at the bottom of which lay the fire-cap, belt, and coat of Mr. Leggett. The third figure was a design representing the discovery of the Pacific Ocean, and the fourth was a figure of Balboa courting Fame. Its weight was four pounds, and it cost over \$350. The inscription read as follows :

"Presented to James K. Leggett, foreman, by members of Pacific Engine Company No. 14, as a token of the appreciation in which they hold him as an officer, fireman, and friend."

Mr. Leggett, who was thus deservedly honored by the members of his company, joined it in 1847, and was elected assistant foreman in October, 1850. He served as such for two years, when he was elected foreman in April, 1852, and served until March, 1853, when he resigned and was elected an honorary member. He again joined the company in 1853, and was once more elected foreman, and

served until October 6, 1856, when he resigned his position, but retained his place as a member of the company.



James Doyle.

JOHN P. TEALE, one of the oldest volunteer firemen of this State, was born in the Fifth Ward of New York, November 14, 1812. At the age of fourteen he was apprenticed to John G. Tibbetts to learn the trade of a horse-shoer and ornamental iron-worker. In January, 1833, he was chosen a member of Tradesman Engine 37, with which company he

had been a runner for two years previous. In June, 1835, he joined Hudson Engine No. 1, better known as "Hay-seed," which at that period lay at the foot of Duane Street, North River. He held the pipe throwing the first stream of water at the memorable fire, December 16, 1835, which laid the lower portion of the city in ashes, destroyed the Custom House, and entailed a loss of \$20,000,000. A number of the engines were rendered useless at this fire by becoming frozen. The firemen, too, suffered untold misery from the effects of the intense cold. Although the fire burned for two days, no lives were lost.

In January, 1837, Mr. Teale organized Croton Engine 16, and was elected foreman. In February, 1841, he also organized City Hose No. 33, of which company he became foreman.

In the spring of 1849 he removed to Williamsburgh, and in September of that year was elected a member of Good Intent Engine No. 3. This company took an active part in battling with the fire at the Hague Street explosion, February 4, 1850, during which Mr. Teale aided in rescuing from the ruins the boy Tindale. Later he was chosen foreman of Good Intent Engine, and received many testimonials to his valor, integrity, and general worth as a fireman. One of these in particular deserves a passing notice. It consisted of a cane handsomely mounted and embellished with fanciful devices. It also bore the inscription, "Presented by Wm. K. Mitchell to John P. Teale. Baltimore, August 24, 1842." He has also in his possession a silk banner, presented to him in 1842, and bearing the inscription, "Presented by Liberty Fire Company, of Baltimore, Md., to City Hose No. 33, of New York. October 14, 1842. J. P. Teale, foreman." Among the many brave deeds performed by him may be mentioned his action during the burning of Haddock's drug-store in New York in 1834. At that fire he was first to dig from beneath the ruins the dead body of Eugene Ward.

Mr. Teale is an active member of the Volunteer and Veteran Firemen's Association of New York, and is as sprightly as of yore. He is now in his seventy-third year, and promises to reach a ripe old age.



Charles Elliott.

GEORGE WALLIS was born in New York, September 14, 1826, in a residence directly opposite to the house of old Engine 8, which then lay in Ludlow Street.

In the early portion of 1838 he removed with his parents and located in the Seventh Ward of Brooklyn, which was at that period

a village in comparison with its present proportions. Mr. Wallis, from early boyhood, took a deep interest in fire matters, and when but eighteen years of age joined Phoenix Engine No. 12. In 1846 he succeeded the old veteran foreman of that company, Peter J. Creighton. Afterward he resigned his command of No. 12, and joined Hook and Ladder Company No. 3, where he remained for some time. Subsequently he became a member of Engine No. 9, and represented that company in the board of trustees.

On March 10, 1856, he applied for and was granted his discharge from the Department.

Mr. Wallis was clerk in the Tax Collector's office for fifteen years, serving faithfully under Messrs. Wood, Driggs, and Bedeau. He is popularly considered a kind and courteous gentleman, whose contact in early life with the rougher element has added luster to the many bright qualities in his nature, and renders him a general favorite with all classes.

THOMAS MARTIN, as secretary of Engine No. 5 in 1861-62, will be readily remembered by those belonging to that organization during the years mentioned. Later on he became foreman, in which capacity he soon established a record for valor seldom equaled. For the past number of years he has been custodian of the Court House, which responsible position he now holds.

Although having been appointed under a Democratic Administration to his present position, Mr. Martin has been continued in office by Republicans. His popularity with all classes is proverbial, while his conscientious discharge of the duties of his office makes him a valuable officer.

JOSEPH LANGAN is another old-timer who is well known by former members of Engine 5. For two years he held the position of assistant foreman, and was recognized to be as good a fireman as ever donned a red shirt. While in the discharge of his duty he was seriously injured at a midnight fire, by being struck by the lever of the engine, which severed one of his fingers. He is at present lucratively engaged in business as a hatter, and refers to his former life as a fire laddie with all the pride peculiar to those who formerly ran with the machine.



PHILIP DUFFY was also an assistant foreman of Engine No. 5, during the years 1865-'66. "Phil" is well-known throughout the country, and is at present proprietor of a hotel at Coney Island. He has also an establishment of a like character in Brooklyn. He was always looked upon as a representative fireman during his connection with the Volunteer Department, in which he performed excellent service.

JOHN H. FARRELL was born in the Fifth Ward, Brooklyn, in 1838. During his early life he was considered one of the most active members attached to Engine No. 5, with which he served for a period of twelve years.

Although somewhat impetuous to act, Mr. Farrell has on many occasions proved to be a staunch friend to any of his associates in their hour of need. Mr. Farrell has for years carried on the undertaking business in Jay Street. He is highly spoken of by those who are intimate with him, both in business and in social circles, while many a deceased fireman's widow has reason to remember the generous treatment received at the hands of Mr. Farrell.

JOSEPH M. QUIGLEY was secretary of No. 6 for a number of years, and was considered the "Adonis" of that company. "Joe" was universally liked by all for his affability and good-fellowship. He is at present in the employ of H. O. Pearce & Co., hat manufacturers of Brooklyn, and is regarded with great favor by his employers and by all with whom he has dealings of any nature.

THOMAS MORRIS was the last foreman in command of Engine 5, and was called the "Hercules" of the company, owing to his great strength. Like nearly every man of immense strength, Mr. Morris was as docile as a child, and was rarely known to lose his temper. Quiet and unassuming in manner, he intelligently maneuvered the men of his company while at a working fire. He was, as a consequence, relied upon by his superiors to accomplish any difficult task requiring steadiness of nerve and bravery. Mr. Morris is at present employed in the blacksmith shop at the repair yard of the Fire Department, and is pronounced to be a first-class workman. He is still hale and hearty, and as capable of running to fires as he formerly

was when swinging the trumpet as a foreman in the Volunteer Department.

RICHARD O'CONNOR was at one time assistant foreman of Engine 5, and may be aptly termed "One of the old-timers." He was particularly humorous in his disposition, and was the life of the company upon all social occasions. He is at present a deputy warden in the Penitentiary, where he has proved to be a very capable officer. He is a capital story-teller, and can stretch in with as tough a yarn as any of the old vamps with whom he ran while a member of old Union 5.

JOHN MCGRONAN, better known as "Genial John," is a native of Ireland, and emigrated to America in 1846. Upon his arrival he



Thomas Kenny.

located in Staten Island, and in the following year moved to New York, where he learned the trade of a harness-maker. In 1851 he joined the Volunteer Fire Department of that city as a member of Clinton Hose No. 17. At the organization of Hook and Ladder No. 12, he joined that company. He next attached himself to Liberty Hose No. 10, and later became a member of Engine 23, with which company he remained until the disbandment of the volunteer force.

He at once connected himself with the Metropolitan Fire Department upon its organization in 1865, and was placed in charge of the harness shop. In June, 1869, he moved to Brooklyn, and in that year was appointed to the fire force as foreman of the harness department, which position he now holds. Mr. McGronan is a first-class workman in every branch of business, and possesses the unbounded respect of the officers of the Department. He is abstemious in his habits, fond of a good joke, and enjoys life with his family at his residence in Canton Street, at the house formerly occupied as the quarters of old Engine 5.

FRANK WHITE was born in the Fourth Ward of Brooklyn in 1833. At an early age he was apprenticed as a ship-carpenter, and served with the well-remembered firm of Divine Burtis. At the organization of Hose No. 5, he became a member. Shortly afterward he became infatuated with the gold fever, and started for California. After an absence of a few years, he returned to Brooklyn. His stay was not long, however, as he again departed for the "Golden State," where he soon acquired sufficient wealth to warrant him in deciding to once more return home. About this time the *Yankee Blade*, a clipper ship trading along the Pacific coast, and in which Mr. White had taken passage, was lost, he, with others, being saved. Upon his arrival in Brooklyn he resumed his occupation as a ship-carpenter, and in 1864 became engaged in business on Fulton Street.

He is one of the most jovial of men well stocked with reminiscences of California, and is a most entertaining host. Mr. White is the happy father of a large family of children, with whom he dwells in contentment at his residence in Bridge Street, Brooklyn.

JOHN WHITE is a brother of Frank White, and has led an interesting life ever since he finished serving his apprenticeship as a ship-carpenter. He is about ten years the senior of his brother, and has spent a number of years of his life in California. He was also born in the Fourth Ward of Brooklyn, and upon his return from a visit to the West was instrumental in first organizing Hose No. 5, of which company he was elected foreman. As he had devoted considerable time and money in perfecting that organization, he was disappointed at the ensuing election to discover that certain members objected to his continuing as foreman, whereupon he resigned. For years before he

had run with Engines Nos. 7 and 11, and will still be remembered by those of the old vamps living and who belonged to those companies. In 1850 he was in charge of the successful launching at Pensacola, Fla., of the box-dock, which structure cost the Government over a million of dollars. In 1855 he was appointed by the then Secretary of the Navy, Dobbins, to the position of master calker in the Navy Yard at Washington. While there he superintended the work performed on the U. S. steamship *Minnesota*, and assisted at her launching.

Mr. White has not been actively engaged in business for some years. He is a widower, having two sons, one of whom is a prominent lawyer of Brooklyn. Mr. White quietly enjoys life in the company of his interesting family, and, among a host of friends, is considered the very embodiment of good nature and generosity. Mr. White has held a number of the most important political offices in Brooklyn.

GEORGE V. ZUNDT, the well-known detective at the Central Office, was born in Brooklyn in 1845. As a fireman he did not come into any prominence until 1865, when he joined Empire Engine No. 19, with which he served until its disbandment. Prior to his becoming a fire laddie, he had witnessed many exciting scenes while serving as a soldier in the War of the Rebellion. Every male member of his family shouldered a musket in the cause of the Union. His father, who was in 1862 sixty-one years of age, also entered the army as chaplain of the Fifty-fourth Regiment, New York State Volunteers.

In 1861 Detective Zundt, who was but fifteen years of age, enlisted as a private in D Company of the Thirteenth Regiment, New York State Militia, for a term of three months. Later on he reënlisted, in the same company and regiment, for a like period. In the following year he, with two of his brothers and a brother-in-law, enlisted in the Fifty-fourth New York State Volunteers, for a period of three years. He was there made a corporal, and assigned to duty with K Company of that regiment. With the latter organization he remained, participating in every battle in which his corps was engaged, until the surrender of General Lee and the mustering out of the volunteer army.



Upon his return to Brooklyn he engaged in civil pursuits, and became superintendent of the Boston Steam Carpet Beating Company. In February, 1871, he was appointed a policeman, and assigned to duty in the Tenth Precinct. The rare qualities displayed by him in ferreting out criminals soon brought him prominently before the notice of the heads of the Police Department, and in 1875 he was detailed to duty as a detective at the Central Office. During his connection with the department in that capacity, he has proved



Patrick Dunn.

to be a capable officer, whose services are greatly valued. Mr. Zundt is happily married, and is the father of six boys, four of whom are members of the Veterans' Sons' Association of Brooklyn.

ALEXANDER DUFLON, well and popularly known, was born in Brooklyn, July 18, 1819, on the site of where the present Court House now stands. Like every other lad of that period, he early ran with the machine, and at nineteen years of age became a regular member of American Engine Company No. 9. This occurred in 1838, the engine at that time being housed in High Street.

In 1852 Mr. DuFlon became connected with the sheriff's office as a deputy, in which capacity he has zealously served under each suc-

ceeding sheriff elected since that year. He is a brother of ex-Chief Engineer John T. F. DuFlon, who will be remembered by those of the older firemen who served under his command in 1838. He is regarded as a walking encyclopedia of facts and incidents occurring in Brooklyn fifty years ago. Quiet in demeanor, he loves to gather about him men with whom he associated when he ran with the machine, and laughingly relates the many pranks indulged in by the fire laddies of the Old Volunteer Department.

JAMES MCQUEEN was one of the best-known firemen attached to Neptune Engine No. 2, of South Brooklyn. Although now dead, his former acquaintances take an especial pleasure in referring to the days when "Mac" carried the trumpet as foreman of No. 2.

He was always kind and obliging in disposition, and, although elected to the command of his engine company, always displayed that consideration for others which relieved them from feeling that they occupied a subordinate position. At his death, many expressions of sorrow followed on the part of his fire associates, while his funeral was numerously attended by the members of the various engine companies of Brooklyn.

PATRICK LAHEY, the present foreman of Engine No. 6, Brooklyn Fire Department, is a fireman of thirty-four years' standing. Born in Ireland, he emigrated to this country when but a mere child. Upon becoming of age he joined the Volunteer Fire Department, and as a member of Washington Engine No. 1 became famous as a swift runner and a daring fireman. He was the last to command that company before its disbandment. He is tall in stature, of a commanding presence, and is a cool, deliberate man when working at a fire.

He is noted throughout the present force for his strict attention to duty and rigid enforcement of the rules governing the Department.

He has remained steadily in charge of Engine No. 6 ever since the organization of the paid force, and has succeeded in making numerous friends among merchants and others residing in his district.

Socially he is inclined to be taciturn, although he graciously unbends in the presence of old vamps, with whom he has had many a race to fires in the "palmy days" of yore.

He is married, and resides immediately in front of his engine-house, at which latter place he may always be found, diligently attending to his official duties as foreman of Engine 6.

COLONEL THOMAS CARROLL is well known throughout Brooklyn. For three years he discharged the duties of Register of Kings County with more than ordinary ability. Previous to this he was for a number of years a member of the Board of Education, and in many ways was instrumental in furthering the interests of that body.

Years ago he became a member of Engine No. 38, of New York, with which company he served with credit one term. He has been for years engaged in business as a tobacconist in New York City, and is very popular in military circles—particularly so among members of the Thirteenth Regiment.

Colonel Carroll is about fifty years of age, and has always been a consistent Democrat, a hard worker for the party, and a faithful official. He is of a sociable disposition, and is esteemed by his many associates as being in every respect a representative man of the period.

JOHN DAILEY, who is one of the proprietors of the Greenwood Iron Works in Brooklyn, was born fifty-two years ago, in the Eleventh Ward, New York. While a boy he attended the private school kept by Mr. Thomas Herring, and early began life as a fireman, being a runner for years with Hose No. 34, then located at the "Dry Dock." In 1852 he actively engaged in organizing Atlantic Engine 18, and in 1854 became a member of that company, remaining until it was disbanded. The reorganization of this company was afterward attempted, but was opposed by Assistant Engineer Harry Howard, at that period alderman of the Sixth Ward. In 1856 he joined Hose No. 34, and in May, 1857, was elected foreman. With this company he remained two years, resigning upon his removing to Brooklyn. In March, 1859, he joined Mechanic Hose No. 2, in the Western District, and in 1863 was elected treasurer, which position he resigned in 1864. He is an active member of the Exempt Volunteer Firemen's Association of the Western District of Brooklyn, and is also a member of the Volunteer Firemen's Association of New York. Mr. Dailey has, by

strict attention to his extensive business interests, amassed considerable wealth, which he now happily enjoys. He is yet in the prime of life, is well preserved, and possesses a host of substantial friends. In his business relations he is viewed as being the soul of honor, while his success in life affords additional proof of the progressiveness of our old fire laddies.

RICHARD A. WILLIAMS was born in New York, October 2, 1832, and is by occupation a printer. Having moved to Brooklyn, he joined, as a runner, Jackson Engine 11, and took an active part in



Wm. J. Lyons.

the great fire of 1848. In June, 1851, he became a member of Mechanic Hose 2, remaining with that company until its disbandment in 1869. During his connection with Hose 2, he was at one time assistant foreman, and was elected foreman in 1857, serving two years in that capacity. During the years that he was in command, he was partly instrumental in bringing into vogue the bunking system, which was soon after adopted throughout the Department. He was one of a committee of three having charge of the parade of the Fire Department, at the Ridgewood water celebration. On this occasion Mechanic No. 2 received considerable notice for their fine



appearance and that of their hose-carriage. He was elected fire warden by the board of trustees of the Widows' and Orphans' Fund Association in July, 1863, and in 1865-67 was reelected to fill the same position. He resigned his position upon the changing of the building laws by the State Legislature. In 1864 he again assumed command of Mechanic Hose, and during that year had some very narrow escapes from injury. In 1865 he severed his official connection with the Department. While a fireman, Mr. Williams represented his company in the board of trustees and board of representatives. He was also a member of the Fire Department Ball Committee.

DAVID S. SIMPSON was for years connected with Clinton Engine No. 20, which in 1859 lay in Fulton Street, near Adelphi Street. As foreman of that company he became a great favorite, and distinguished himself as a brave and competent fireman. As a proof of the estimation in which he was held, the following resolutions, handsomely engrossed, were adopted and presented to him.

At a regular meeting of Clinton Engine Company No. 20, held on Monday evening, December 19, 1859, the following resolutions were unanimously adopted:

WHEREAS, By the action of the firemen of the Western District of the city of Brooklyn, our late foreman, Mr. D. S. Simpson, has been elected to the office of assistant engineer, thereby rendering him no longer an active member of our company:

*Resolved*, That while we regret the loss of the presence and counsel of our friend, yet we look with pleasure upon the election of Mr. Simpson as an honor merited by him, and one that no fireman of our city will have cause to regret having been conferred.

*Resolved*, That we tender to Mr. D. S. Simpson our sincere thanks for the active and energetic manner in which he performed the duties of foreman of this company while in that office, as well as for his gentlemanly bearing and strict attention to duty.

*Resolved*, That as an expression of the high estimation in which we hold Mr. Simpson, we do present to him in the name and behalf of Clinton Engine No. 20 a sixty-four cone engineer's fire cap and a brass trumpet suitable for the duties of his office.

*Resolved*, That a committee of twelve be appointed to carry out the above resolutions, and that they be entered in full upon the minutes and a copy of the same be properly engrossed and presented to Mr. Simpson.

CHARLES S. LANGDON,  
*Foreman.*

JOHN K. WEBB,  
*Secretary.*

ANDREW MARSHALL will be readily remembered by old firemen of the Eastern District as having succeeded William Guischart as chief engineer of the Williamsburgh Fire Department. He may justly be considered a veteran fireman, and to his untiring energy, backed by the efforts of his many friends, is due the fact that the Department under his management increased in membership and efficiency. Mr. Marshall has for years been connected as part-owner of Waterbury's Rope-walk, in which industry he has succeeded in amassing considerable wealth. He is a very practical man in his business ideas, and has not changed to any considerable extent since his connection with the Fire Department. As a fire laddie he was unexcelled, and rose rapidly in the estimation of his comrades and those of Williamsburgh citizens having public interest at heart. He was identified with the movement to advance Williamsburgh to a prominence in the commercial world long before the latter had been incorporated as a city, and was for years a faithful member of Engine No. 1.

THOMAS GILL is another veteran laddie who at one time swung the trumpet as foreman of Engine 1. He also is regarded with favor by those with whom he manned the rope in "ye olden times." Mr. Gill has been for years in business as a carpenter in Eighth Street, near South Second Street, and possesses the entire confidence of the community in which he resides.

JAMES MURPHY is still another of the former members of old Engine No. 1. He was always a favorite in the latter company, owing to his quiet demeanor and uniform good-nature. Mr. Murphy has been for years a silent though observant student of politics, and is an ex-member of the Board of Education, of which honorable body he was vice-president. Honest in his dealings, true in his friendships, and generous to lavishness, he enjoys the respect and esteem of his fellow-citizens.

JAMES SAVAGE is the present president of the Williamsburgh Volunteer Firemen's Association, and was at one time connected with Engine No. 2. He is, therefore, an old fire laddie, and has been long prominently identified with the interests of the old-time

vamps. He, with others, succeeded, after encountering much difficulty, in organizing and placing upon a secure footing the association of which he is now head. The object to be attained was the providing of a suitable meeting-place for old volunteer firemen, where they might assemble to discuss the topics of the day or to inaugurate some intellectual amusement which might while away their spare moments. The plan succeeded admirably, and the old vamps themselves entered into the scheme with a zest. Besides, the organization is one of mutual benefit, the families of deceased members receiving an annuity.

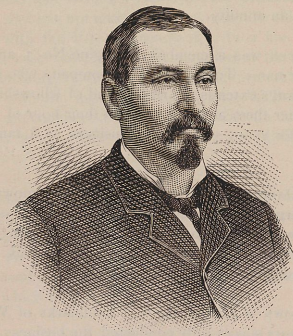
JAMES GREEN was a member of Engine No. 3, and was known as a model fireman. To those of that company who are now living Mr. Green always extends the right hand of fellowship, and is ever willing to render them any assistance in their hour of need. He is, and has been for years, engaged in business as a tanner and glue-maker.

EDWARD DARBEE has for many years been known to residents of Williamsburgh, in which city he still follows the occupation of a printer. He was also an active member of Engine 3, and participated in many of the more serious conflagrations in which that company was engaged.

DAVID BROWN is one of the old landmarks of Williamsburgh, and has for years successfully conducted the business of a hardware dealer at his store in Grand Street. He is also an old vamp, and performed able duty as such while a member of Engine 3. He is a reputable citizen and a thorough-going business man, whose energy and honesty is a by-word among his friends.

CHARLES B. ELLIOTT.—It is natural for Americans to honor and respect the self-made man in all vocations of life; but especially is this the case in one whose duties and positions have made him a citizen of prominence among his fellow-men. Judge Charles B. Elliott's career is a type and an emblem of that experience which many young men are called to pass through in their battle of life; and its perusal not only points its own moral, but serves as an

encouraging example to others. He was born in the city of New York, in 1829, but when a mere boy of fourteen his parents died, leaving him thus early in life, with scant resources, to face the world. But, blessed with great self-reliance and perseverance, he overcame all obstacles. It is unnecessary to remark that he has retained these qualifications, in a marked degree, through life. When a young man he was a member of Americus Engine 6, of New York, and subsequently, after his removal to Brooklyn, he joined 11 Engine, situated



Henry Gunther.

at that time in Greenpoint, and was at one time foreman of that company. He subsequently became assistant engineer of the Eastern District. During the civil war he held a commission, as captain of the Fire Zouaves, in Gen. Sickles' brigade, serving with honor and distinction for two and a half years.

In 1867 he was elected an alderman of the Seventeenth Ward, and at the close of his term of two years was reëlected for a second term. In 1871 he was elected police justice of the Fourth District of Brooklyn, E. D., and filled the office so acceptably that at the expiration of his term of four years he was reëlected, serving for



about three and a half years, when he resigned to accept the office of county clerk of Kings County, to which position he was elected in the fall of 1879. In a notice of this kind it is not proper to make more than a passing allusion to his political life, but I may mention the fact that whenever his name has been placed before the people, they have responded with zeal and alacrity, and he has never known defeat. This is his greatest eulogy; and his fellow-citizens render him this tribute because he has ever at all times, and under all circumstances, faithfully studied their interests and the public good. Mr. Elliott has always been prominently identified with the aquatics of this country, especially its boating interests. Nearly a quarter of a century ago he engaged in building racing-shells; and his boats, in consequence of being built from his own drawings and lines, on mathematical and scientific principles, soon won distinction and favor for their lightness, speed, and perfect models. A combination of such qualities in his shells soon rendered him the most popular builder in the country; and Harvard, Yale, and all the principal colleges gave his shells the preference, particularly when they desired boats for important championship contests. All the crack boat-clubs in this section of the country who made any pretension to racing had Elliott's shells, and professional oarsmen vied with amateurs in their appreciation of his boats. One secret of his great success arose from the fact of his being the first builder to depart from the English model, and build on original or American lines. His swivel rowlocks and patent steering-gear are not only popular, but have been universally adopted in this country and abroad.

As a patron and promoter of rowing he has had no superior; and for the status which we enjoy to-day in this respect, both at home and abroad, we are indebted to him as much as to any other individual. In the days when the regattas on the Harlem River attracted thousands of spectators and general public interest, he organized some of the most noted four-oared crews ever known in New York waters; among them we can recall the "Skylark," "Americus," "Hop Up," and the "George J. Brown."

WILLIAM H. RAY was born in the city of New York, in 1832. Like most American lads living during the years 1832-45, he acquired the rudiments of a public school education. At an early age, being

considered by his parents learned and wise enough for the ordinary walks of life, he was graciously allowed to select for himself a trade, which was deemed much more profitable than schooling. This he was not slow in doing, for in 1844 he was blistering his hands in an inaugural attempt to master the roller-boy's business in the office of Messrs. Van Norden & Amerman, highly respected printers of that period, in New York.

The ideas which the mastery of the roller-business had developed led to his seeking a situation in a larger office, where greater scope could be had for his ambitious cravings to become a pressman. The opportunity which he sought came in the shape of a situation with Hoyt Bros., who, in 1845, were managing the printing departments of the American Bible Society.

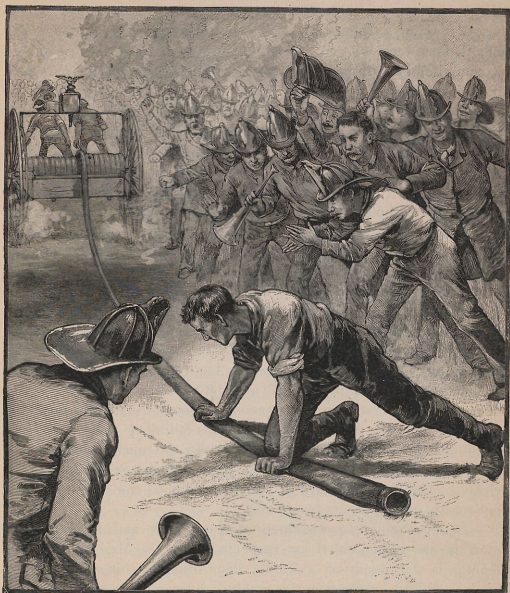
With the Hoyt Bros. the subject of my sketch remained for two years, during which time he not only attained a good general knowledge of the printing business, but learned what is of the utmost importance to a youth beginning life, viz.: the art of knowing how to keep his own secrets, and to hear and see among his elders without being heard or seen.

In 1847 inducements were held out to him to leave the Hoyt Bros. and enter the service of John F. Trow, in Ann Street, which he did. With Mr. Trow the young apprentice began to develop his aptitude for the profession which, by a freak of fortune, he had selected, and for which he was by nature best adapted. Here his quick perceptions and skill, for one so young, marked him with his fellows and the older workmen as one destined to reach the top round of the ladder in his trade.

In 1849, desiring a thorough knowledge of the finer classes of press-work, he applied for and obtained a situation with the Harper Bros., with whom he finished his apprenticeship and afterward became one of their best workmen.

Mr. Ray subsequently accepted the foremanship of the press department of Frank Leslie's publishing house, where he remained for some years.

Having taken up his residence in Brooklyn, Mr. Ray soon became one of the most enterprising citizens of that city. Acquiring a taste for politics, he identified himself with the Republican party, and in 1873 was elected alderman of the Thirteenth Ward. He served



Long Island Fire Laddies "stretching in" at the Tournament recently held in Jamaica.

faithfully and intelligently until 1881. From 1877 to 1879 he was president of the Board of Aldermen, and a more dignified, courteous, and conservative gentleman never occupied that honorable position. For two years Mr. Ray was a member of the Board of Supervisors of King's County, and previous to this was a commissioner of health for a term of two years. Recently Mr. Ray was appointed a commissioner of charities and correction, the duties of which he will assume on January 1, 1886. As president of the Calvary Cemetery and Greenpoint Railroad Co., Mr. Ray is probably better known to thousands of the residents of Brooklyn, to whom this last-mentioned enterprise has been a source of considerable convenience.

Though Mr. Ray has enjoyed the distinction of serving in some of the most responsible positions in the city government, none gives him greater pleasure to refer to than the occasions when he served the residents of his adopted city as a volunteer fireman.

In 1859 he joined Young America Hook and Ladder Company No. 3, and served with this apparatus as a brave and efficient fireman until the dissolution of the Department.

William H. Ray is of the progressive order. Without being bound bodily or mentally to the traditions of any professional guild, or impressed with the belief that he has learned his trade, and is therefore beyond the pale of advice or instruction, he is ever ready to be taught a lesson or teach one in connection with his business. It is to this particular consciousness of his fallibility that his success is mainly due. Poor workmen always know too much. Good workmen are ever ready to be taught by counsel, suggestion, or experience. The former retard the advancement of the art; the latter encourage and foster its progress.

Among the young workmen of New York and Brooklyn, no man is more venerated or respected than is Mr. Ray. This feeling is the result of a kindly disposition on his part to help his less skillful brethren in the art by advice or counsel when they are in trouble and require it.

Aside from his professional skill, Mr. Ray is a marked man; carrying, as he does, the same indomitable will and executive ability that characterizes him in his profession, into every movement or body with which he becomes connected.



PETER JACQUILLARD, who had resided in the Eastern District for over forty-five years, died at his residence, 31 Moore Street, in July, 1885, after an illness which kept him confined to bed for about a year. Mr. Jacquillard was born in France, on the 19th of March, 1825, and came to the Eastern District when fifteen years of age. He was one of the founders of Hose No. 2 of the Volunteer Fire Department of Brooklyn, and was always regarded as a brave and efficient fireman.

ANTHONY LANG is a well-known house-framer in Williamsburgh and is regarded as a representative man. He has been for a number of years identified with the building interests of that section of Brooklyn, and has acquired a snug little income. He is of a jovial disposition and enjoys life in all its phases. He will at once be remembered by former members of Engine No. 4, with which company he was honorably connected for years.

JUDGE HERMAN GUCK was elected a police justice some years ago by the Democracy of Kings County. In this position he has afforded ample satisfaction to all, and is a man of unswerving integrity. He was for some time a member of Engine No. 4, and performed his duties of a fireman in a capable manner. He is refined in his tastes and a decided favorite in literary circles, where his able power as a debater has been for years recognized.

BERNARD WOODS is the well-known proprietor of the Athletic Grounds in Williamsburgh. He is himself a noted athlete and trainer. Years ago he joined Engine No. 5, and was noted for his surprising qualities as a swift runner. In his present occupation he at first encountered many difficulties, but by dint of hard work he weathered all storms, and has successfully founded the lucrative business in which he is now engaged.

BENJAMIN U. WILSON has been for years a leading politician in Republican circles, and has been an assessor continuously for the past five years. He was a member of the Board off and on before that for a number of years. He is very decided in his political views and has the courage of convictions. He was for years a member of

Engine No. 6, and was a fireman of more than ordinary skill and daring. He is thoroughly conversant with the details of his office as an assessor, for which he is well qualified, and cheerfully indorsed by members of his political party, among whom and the public generally he sustains an excellent social status.

JOHN JEFFERS is another old-timer who formerly ran with Engine No. 6, and whose bravery passed unquestioned. Upon one occasion he was elected to the position of assistant engineer, and in that capacity performed arduous duty for many years.

JOHN DUGAN was one of the most daring firemen ever connected with the Williamsburgh Fire Department. No possible danger intimidated him, and upon learning that any person or valuable property was within a burning dwelling, he would dauntlessly proceed to the rescue. Many thrilling stories are told regarding his well-nigh miraculous escapes from certain death while serving as foreman of Engine No. 7.

He was universally known for his generous traits of character, and was a warm friend of ex-Fire Commissioner Worth. Later in life he was appointed a court officer, which position he creditably filled. He is a genial, courteous gentleman, winning and retaining the friendship and respect of all with whom he comes in contact.

THOMAS STOKES was formerly a member of Engine No. 8, and was a fireman of considerable note. He has been for years past connected with the Brooklyn Sunday-school Association, of which he is president. Mr. Stokes is a gentleman of pleasing address and ability, and is very popular in religious and literary circles.

WILLIAM WAINWRIGHT is an old and respected resident of Williamsburgh, and at one time was attached to Engine No. 9. He has been to a certain extent engaged in politics, and at one time was elected to the Assembly, where he creditably acquitted himself. He has been for years engaged in the hotel business at Rockaway, under the firm name of Wainwright & Remsen, and among those frequenting his hotel every summer can be found a large number of influential citizens of Brooklyn and New York.

As a business man Mr. Wainwright is reliable and straightforward in his dealings, and exercises special care to please all his patrons.

GEORGE DUGAN is another of the former members of Engine No. 9 who has risen to distinction since the days when he ran with the machine. For a number of years he was the acknowledged leader of the Democratic party in the Fifteenth Ward, of which he was elected supervisor. He is looked upon as a shrewd politician, who has the interest of his party at heart, and who is desirous of furthering its aims. He was at one time clerk of the Police Justice's Court, at present presided over by Judge Rhinehardt.

Mr. Dugan is still in the prime of life, and is personally a very popular and liberal-minded gentleman, ever alive to advancing the best interests of Brooklyn.

JOHN T. RUNCIE was formerly an alderman in the Thirteenth Ward, and is a representative man of the Eastern District. He is now director of the Cypress Hills Cemetery, and in that position has displayed remarkable executive ability. He was formerly attached to Engine No. 10 as a member, and always took an active interest in the affairs of that company.

Mr. Runcie possesses to a marked degree ability and energy, which characteristics have caused him to be selected to fill the honorable positions he has thus far held with credit to himself and to the entire satisfaction of the public.

GEORGE WILLIAMS is an ex-alderman of the Eighteenth Ward, and was formerly a member of Engine No. 12, at one time known as Bushwick 1. He has always developed a special taste for political life, and although not always prominently mentioned in connection with an elective office, is still a power behind the throne. Mr. Williams deservedly bears a high reputation as an honorable and upright citizen whose career has always been a creditable one.

RODNEY THURSBY was also a prominent member of old Bushwick No. 1 and an excellent fireman. In the records of that company his name frequently appears in connection with some deed of

bravery displayed at fires. He is still popular with the old fire laddies, who frequently refer to him for advice or assistance when in need. He is widely known throughout New York and Brooklyn, owing to his connection with the affairs of Kings County. He at present holds the position of county clerk, in which office he is spoken of in complimentary terms. He has always taken a warm interest in the affairs of the Eastern District, and has in every manner striven to increase its prosperity. Promptness and reliability seem to form his chief characteristics; while among his intimate associates, he is held in high popular esteem, owing to his strict integrity and congenial nature.

LAWRENCE WHITEHILL was for many years an efficient fireman in the Eastern District. He was likewise attached to Bushwick No. 1, and was accredited as being one of its most trustworthy members. He was at one time prominent as a politician, and formerly held the position of coroner, the duties of which office he successfully performed. Socially he is a prince of good fellows, straightforward and honorable in his dealings, and an honor to the community in which he at present resides.

THOMAS M. DOYLE occupied the position of chief engineer for a period of four years, during which he worked unceasingly to perfect the internal working of his Department. He was formerly a member of Engine No. 13, and through his reputation for bravery and general worth was chosen to fill the different offices of that company. While chief of the Department, Mr. Doyle was regarded by all as a high-minded and honorable gentleman, whose zeal as a fireman never flagged. He was rather bluff in manner, yet courteous in his intercourse with his subordinates and others, and is still looked upon as one of Brooklyn's most influential citizens.

GEORGE LINDSAY was a popular member of Hose No. 2, which company was at one time the crack one of the Eastern District. He was a noted runner, and took a delight in responding to the cry, "Jump her, boys!" In after years he became identified with politics, and was elected to the Assembly, where he was particularly active in the interests of his constituents. Mr. Lindsay still remains



a permanent and respected citizen of Brooklyn, and is highly spoken of as a thoroughly reliable man and an enterprising citizen.

DAVID LINDSAY is a brother to George Lindsay, and is another representative of old Hose 2 who will be remembered by the former members of that famous company. He was also a leading fireman in his day, and cheerfully performed all the arduous duties incident to the life of a volunteer fire laddie. He, too, became a politician, and was at one time elected to the Assembly. He is at present clerk in Judge Naeher's court. In the latter position he has shown remarkable sagacity, and is an energetic and trustworthy public employee.

JACOB WORTH may be justly said to be a living example of what is generally termed a self-made man. Born in the Sixteenth Ward of Brooklyn, he rapidly developed traits of character which later marked his career in life. He was a born leader of men, and upon his entry into political life was recognized and chosen as such by the Republicans of his native ward. He has been honored by being selected to fill nearly every position within the gift of his fellow-citizens, and has proved his gratitude in return by his fealty to his constituents. He was upon several occasions elected to the Assembly, where he soon made his power felt, and where he established in part the reputation he at present enjoys as being a successful politician. Subsequent to the passage of the bill providing for a one-head commission, he was in 1881 made fire commissioner, and served as such for two years. Mr. Worth was an old fire laddie himself, and ran for years as a member of Hose 2. He instantly brought into use his experience as a former vamp, and succeeded in elevating the tone of the Department to quite an extent, and also in introducing certain new features. As a fire commissioner he was a pronounced success, and is to-day popularly regarded by the oldest of the firemen connected with the present force. He at one time ran for Congress against Mr. Bliss, but was defeated. Mr. Worth's career has certainly been a phenomenal one. Starting in life at a humble occupation, he, through his untiring energy and perseverance, his courteous demeanor and undoubted ability in the management of the public offices to which he was elected, proved himself

to be justly entitled to the claim of being one of the foremost citizens of Brooklyn.

JAMES BULGER is proprietor of perhaps the largest machine shop in the State and as a specialty manufactures pumps, faucets, and valves. He is to a certain extent a self-made man who has steadily applied himself to the task of extending his large business interests. As a result he is in the enjoyment of a handsome income, which enables him to perform many acts of a charitable nature. Years ago he ran with Hose 3 and was a faithful and competent fireman.

WILLIAM A. BROWN was elected to the office of fire commissioner upon the formation in 1869 of the present Department. He served in that capacity until 1873. He at one time was a very popular member of Hose 4, and was conspicuous for his zeal and valor as a fireman. He is known as a successful politician who has served the city with credit to himself and to the entire satisfaction of those in authority. Mr. Brown is a man who is still hale and hearty despite the privations he endured while serving as a volunteer fireman. He is esteemed by all with whom he associates, and possesses every quality which, rightly used, tends to insure success in life.

SAMUEL WATERHOUSE has been for years considered a representative man of the Eastern District. He has held many of the most important positions in life, and was at one period assistant postmaster stationed at Williamsburgh. He was for years a fire laddie and was a live member of Hose 6. He still continues to interest himself in fire matters and derives great pleasure in reverting to old-time incidents of the days when he proudly donned a red shirt and ran with the machine. Mr. Waterhouse was courteous toward and popular with his subordinates and the general public, and was guided by the wise and honorable policy of attending to the many wants of the latter.

SAMUEL GUTHRIE was for some years supervisor-at-large of the Thirteenth Ward, and was a decidedly popular man. He bids fair to yet succeed in becoming prominent in political circles, and is regarded with favor by all with whom he has thus far become con-

nected in public life. He was a typical fireman when connected years ago with Hose No. 6, and is still remembered as a dashing fire laddie whose chief pleasure was derived from endeavoring to be first to arrive at the scene of a fire. Personally he is of engaging manner, and is a decided favorite among his many friends and acquaintances.

WILLIAM VOGEL is a well-known resident of Brooklyn, who has successfully conducted the business of manufacturing tin at his large establishment in Williamsburgh for the past quarter of a century. He was a member of Hose 6, and proved himself a capable fireman. In his business relations he is a gentleman whose integrity is unquestioned. His success has thus far proved gratifying, and will no doubt continue to increase as his business becomes more extended.

CORNELIUS WOGLOM.—The title "Mayor of Williamsburgh" is one that has been held a long time by Police Captain Woglom, of the Eastern District of Brooklyn, and it is one that expresses his acknowledged relation to the citizens of that part of the city of churches and scandals; for, without permitting his extended influence as a prominent and leading citizen to interfere with his duties as a police officer, Captain Woglom's power as one of the most influential citizens of Brooklyn beyond the Wallabout is greater than any other of the old citizens.

This influence, so far from conflicting with his efficiency as an officer, has materially aided it, as it is the result of his efforts and labors in protecting and maintaining the rights of citizens and property owners against criminals and the marauding classes which has established him firmly in the confidence and affections of his fellow-citizens.

The act of consolidation which united the two cities of Brooklyn and Williamsburgh made them one, so far as municipal government is concerned, but in great measure the old distinctions have been maintained. There is a plain division of sentiment between the interests of Eastern Brooklynites and those of old Brooklyn, and a certain sort of clannishness which makes them separate communities. Captain Woglom was considered one of the leading men in old Williamsburgh, and he more than sustains the position now.

His police-station is regarded as, in some respects, the Police Headquarters of the Eastern District, and when a great crime occurs in that section of the city, operations are all directed from his station. He is as model a captain as he is a worthy citizen. There is no nonsense about him. He has a plain, straightforward way of talking directly to the point, and the meaning of what he says is never obscure or conjectural. He is direct, clear, terse, and emphatic—without being rude, brusque, rough, or ill-mannered. He has strong sound sense. "He has got horse-sense," one of his friends declares, which is supposed to mean the most sensible kind.

He never flatters nor palavers. If he is dissatisfied, he makes it plainly manifest in an outspoken way, without humiliating or causing undue embarrassment to the violator of rules or orders. He believes in men performing their duties faithfully and with exactitude, without any attempt at evasion or skulking. He has, in fact, a wholesome dislike of eye-service, and cannot tolerate the sycophant or toady. He has a manly way of doing things himself, and insists on others acting in the same manner.

The captain is as brave as a lion, and on many occasions has illustrated his prowess. That section of the city in which his precinct is located was at one time the headquarters of one of the worst bands of roughs that ever made predatory incursions upon their fellow-citizens. They would congregate at the corners in some of the worst localities and defy the police. In frequent encounters which occurred between the officers and the roughs, the former often came off second best. Captain Woglom determined to give them a lesson which they would not forget. Learning that at a certain time a large number would be congregated at a certain locality, he posted a section of men in hiding in the vicinity, and then ordered one of the patrolmen to saunter past the crowd and order the roughs to disperse. The mob replied with jeers and stones. The officer gave a preconcerted signal, and before they comprehended what had taken place, the rowdies found themselves surrounded on all sides by officers with the captain at their head, who with upraised clubs reiterated the patrolman's demand for them to separate. A desperate fight ensued, in which the police showed no quarter, and which resulted in the roughs surrendering and being taken to the police-station. A few subsequent meetings of a hostile character took place



between them and the police, but that encounter virtually broke up the gang.

Captain Woglom is a man who labors himself. He does not intrust the management of precinct affairs to his sergeants and roundsmen. He runs his own station and holds himself responsible for the working of the force under his command. This coöperative policy produces a good effect upon the men, as it makes them partners in his successes. Every time his officers make good arrests or perform faithful work, he lets them know they are adding to his laurels as well as to their own reputation, and he frankly acknowledges they are making capital for him. When, on the other hand, he finds that unjust charges are being made against any one in his command, he will fight before the commissioners for the accused.

Captain Woglom's police career has been one of great influence and been characterized throughout by industry, energy, and hard work. He has protected the citizens and punished offenders, and occupies a strong place in the affections of the police force as well as of the people. He is a thorough policeman by instinct and long experience, and it would be an unfortunate day for the police of Brooklyn when he should separate himself from them. The reconsideration of his request for retirement was hailed by all classes of citizens with delight, and the city of Brooklyn feels honored by his captaincy.

He was for a long time a member of Engine No. 3, of Williamsburgh, and as a fireman frequently gave proof of his coolness and heroism in the midst of danger. He is justly proud of his record as a fire laddie, and is still remembered with pleasure by those with whom he ran to fires in the palmy days of yore.

GEORGE KINGSLAND is one of the wealthiest residents of the Seventeenth Ward, of which he is a representative citizen. He is a large real estate owner in Greenpoint, and to his exertions is mainly due the rapid growth and increased prosperity which that portion of the city of Brooklyn at present enjoys. He often reverts with evident satisfaction to the fact of his having worn a red shirt as a fire laddie when connected as a member with Hose No. 7. Mr. Kingsland is highly popular among the residents of Greenpoint, and deservedly so, in view of his honorable dealings with all and the activity and

enterprise he has displayed in building up the interests of the Ward, in which he has dwelt with honor for so many years.

JOSEPH BRENNAN is a well-known book-binder, and for many years a resident of the Fifteenth Ward of Brooklyn. He is regarded as a genial gentleman and a warm friend. He was very popular as a fire laddie, and steadily maintained an excellent reputation as a fireman while a member of Hose 8. No resident of the Fifteenth Ward is better known than Mr. Brennan, who is personally esteemed for his many noble traits of character.

PETER BRENNAN is a brother to Joseph Brennan, and is also an enterprising citizen of the Fifteenth Ward. He was likewise a fire laddie of fame, and was a member of Hose 8. He is unassuming in manner, of a pleasant disposition, and universally respected by his neighbors and friends.

WILLIAM JOHNSON was a fire commissioner during the palmy days of the Old Volunteer Department, and as such was deservedly popular with his associates and the citizens of Williamsburgh. During his administration he did everything in his power to advance the interests of his Department. Mr. Johnson was noted for his straightforwardness in all matters appertaining to the duties of his office.

ALONZO SHELLAS is a well-known resident of the Eastern District, where for years he has carried on one of the most extensive furniture businesses in Brooklyn. His enterprise has shown itself in more ways than one, and his present warerooms at Grand and Fifth Streets are models of excellence. Years ago Mr. Shellas was a prominent fire laddie, being at that time attached to Truck No. 2. As a manufacturer of furniture he has built up for himself a record and a patronage which is in the highest degree creditable to himself and to the important industry with which he has for years been identified.

DENIS SLATTERY came to Brooklyn from the Emerald Isle when a small boy, and has resided here ever since, being about fifty-five years old. In 1850 he joined Columbia Engine Company No. 10,

and in 1852 was elected assistant foreman of that company. Two years later he was elected foreman, and filled that position for about ten years. In 1863 he was elected one of the fire wardens of the Volunteer Department, and served in that capacity for three years. He claims that his company was the first to put the Ridgewood water on a fire. He was foreman until the extinction of the Old Department. In 1863 "Denny" had the "nerve," as it was called, to hire the Brooklyn Academy of Music for a ball for his company, a feat which no other organization in the Department had previously dared to attempt. It proved a grand success, the Seventh and Twenty-first wards being well represented, and "Denny" was happy. Mr. Slattery is a capital singer, his favorite song running something like this:

Oh, steer my bark to Erin's Isle,  
For Erin, Erin is my home.

Denis Slattery is a respected citizen of the Seventh Ward, where he is well liked, and does business at the corner of Myrtle and Classon avenues.

RICHARD H. POILLON, the present fire commissioner of the Brooklyn Department, was born in the Seventh Ward of New York, November 5, 1846. He is the son of Richard Poillon, the last of the family of C. & R. Poillon, the famed ship-builders, and whose efficiency and heroism while members of 38 Engine (old Southwark), of New York, were by-words. In 1862 he successfully passed an examination for admission as a student to the Free Academy, now known as the College of the City of New York. Instead, he applied for admission to the Brooklyn Polytechnic Institute, from which he graduated in 1864 with distinguished honors.

He soon after engaged in business, and became cashier of the firm of Murray, Ferris & Co., shipping merchants of New York but subsequently retired from that position, owing to ill-health.

While sojourning in the oil regions of Pennsylvania, he was tendered an appointment as a cadet to the West Point Military Academy. This offer he accepted in June, 1867, and, after a thorough course of study, was graduated as a second lieutenant in 1871, and assigned to duty with "E" Company, Twenty-third

U. S. Infantry. The regiment was at that period doing duty in Arizona. In addition to the customary leave granted to military cadets at their graduation, Mr. Poillon received an extension of eight months, during which he made an extensive tour throughout Europe, India, and the East.

Three months of his leave of absence was devoted to travel through the interior of Japan. A party was organized for that purpose, under the leadership of ex-Minister De Long, to which Commissioner Poillon became attached. This was the first party of white men known to have entered Japan for the purpose of exploring the interior of that country, under sanction of the Japanese Government. Mr. Poillon subsequently visited China, India, Egypt, Italy, and France. Upon his return to America he reported for duty with his regiment, and performed meritorious service until May, 1874. He then obtained leave of absence for three months, and resigned August 1, 1874, when he engaged in the lumber business in Brooklyn. In May, 1880, he accepted the position of chief deputy in the Internal Revenue Office, under Colonel Rodney C. Ward. In February, 1882, he was appointed deputy commissioner of the Fire Department, under Commissioner John N. Partridge, and in February, 1884, was appointed commissioner by Mayor Low. During his official connection with the Brooklyn Department Mr. Poillon has introduced many valuable features, and the Department has reached a degree of perfection never before attained. Commissioner Poillon's affable and courteous manners have made him extremely popular, and the general public are as accessible to him as the highest official in the municipal government. In State military circles he is well known and greatly esteemed, and holds at present the position of engineer officer attached to the staff of General Brownell, now commanding the Fourth Brigade, Second Division, N. G. S. N. Y.

In Commissioner Poillon the intensely practical so asserts its preponderance over the ideal as to present to superficial observance the lack of the finer sensibilities. He does nothing from impulse, and on the most exciting occasions can be cool and free from irrepressible restlessness; but it is calm, high resolve, persistent and tenacious in its triumph over passion and sentiment. He is not a



theorist; the visions of abstract speculation do not inspire him with confidence. He sees passing events, as it were, in retrospect. No public man ever more heroically followed the leadership of his reason and judgment with a loftier disdain of inferior guidance than Commissioner Richard H. Poillon.

THOMAS F. NEVINS, chief engineer of the Brooklyn (N. Y.) Fire Department, is recognized as one of the leading professional firemen of the country. In the conventions of the National Association of Fire Engineers he is a member of influence, and in all matters relating to the practical and thorough working of the public fire service he is regarded as an authority.

He was born in Ireland in 1844, and was brought to the United States when young. He served his time as a steam engineer, in the establishment of John Jackson, on Furman Street, Brooklyn. When quite a youth he joined Hose Company No. 9 of the Volunteer Department of Brooklyn, and later became foreman of the company. When the company was reorganized as Steam Engine Company No. 8, he was again made foreman, which he remained until 1869, when the paid service was introduced in the city. He was appointed one of the district engineers, and had charge of the important section south of Atlantic Street for some years, and was then elected chief engineer of the Department.

Chief Nevins has managed a great number of large fires. Those in the factories and storage warehouses of Brooklyn are such as require the highest skill and nerve on the part of the chief engineer. Here we can only allude to that terrible fire at the Brooklyn Theater, on the night of December 5, 1876, by which nearly three hundred persons lost their lives.

Chief Nevins is of the medium height, with an erect and well-made figure. He is naturally a muscular man, and is now in the prime of health and physical strength. His head is large, with prominent and expressive features. He is active, energetic, self-possessed, and cool. In the executive management of his office he is prompt and efficient, and in the discharge of his duties at fires has no superior. His manners are quiet and rather reserved with strangers. He is a married man, and is much appreciated in all his social

relations. Clear-headed and earnest in his public position, he is one who, by his example and efforts, is giving efficiency to the fire service of the entire country.

JOHN W. SMITH, assistant chief engineer of the Brooklyn Fire Department, is not only one of the oldest and best-known firemen in the city of Brooklyn, but he is also one of the oldest and best-known citizens in the Eastern District, where he has resided during the last thirty years. Both as a fireman and as a citizen he has a record of which any man might well be proud. He was born in Newburg on the Hudson, in 1834, and came to New York City when but six years old. At an early age he learned the trade of a compositor, and spent most of the years of his life at that trade, a great part of the time being engaged in the printing business for himself.

In 1854 Mr. Smith became a member of the New York Volunteer Fire Department. He was connected with Phoenix Hose No. 22, whose headquarters were in Hester Street, between Eldridge and Allen streets. He remained there two years, and then moved over to the Eastern District of this city, which had a few years previously abandoned its old corporate title of Williamsburgh to become annexed to Brooklyn. The Eastern District had its own separate Volunteer Fire Department in those days, and Mr. Smith, now a fireman with a metropolitan experience, joined 3 Hose, in North First Street, between Third and Fourth streets, and was soon elected foreman of the company. He held that position in 1858, and turned out at the head of his men to take part in the great water celebration parade of that year. In 1862 he was elected fire warden for a term of three years by the Board of Representatives, consisting of three members from each company. In 1864 he left 3 Hose, and taking a leading part in organizing Hook and Ladder Company No. 2, whose truck-house was established in North Second Street, between Lorimer and Leonard streets, was elected its first foreman. In January, 1865, he was reelected fire warden for another term of three years. Two years later he resigned his membership in Hook and Ladder Company No. 2, and was elected assistant engineer of the Department. He had become by this time one of the most popular firemen in the city, and in 1868 was elected chief engineer of the Eastern District Department, and by his election was made a mem-

ber of the board of estimate and disbursements of the Fire Department of the city. His associates in that board were Mayor Kalbfleisch, Comptroller Thomas H. Faron, Street Commissioner Robert Furey, and Chief Engineer Cunningham, of the Western District Department. The board had entire control over the two Fire Departments of the city, so far as expenditures of money were concerned, and the duties of its members were important and responsible.

The Volunteer system passed away forever in Brooklyn in 1869, and on the 22d of May of that year the new paid Fire Department came into existence. Chief Engineer Cunningham, of the old Western District Department, was appointed chief engineer of the paid Department, and Chief Smith was appointed assistant chief engineer. He has held that position to the present time, and has a headquarters of his own at the corner of South First and Fifth streets. There has been no large fire in New York or Brooklyn during the last thirty years or more which was not attended by Assistant Chief Smith. The first large fire he remembers having seen was the burning of the Old Bowery Theater, which occurred when he was seven years old. The next fire he remembers was that of a church in Elizabeth Street, near Walker Street (now Canal Street). He was present at the burning of the Park Theater and Earle's Hotel, and at some of the great steam-boat fires of those days. More than twenty years ago, while on duty at a memorable fire in Greenpoint, which destroyed Reeves & Smith's box factory and fifteen or twenty other buildings, his coat was burned from his back, and he was severely injured. This was but one of many narrow escapes that Assistant Chief Smith has had, for he never hesitates to lead his men to the most dangerous positions, and has made it the rule of his life to never order a man to go where he would not go himself. The latest serious injury he received was caused by a heavy fall through the floor at the burning of Ovington's buildings. Although approaching a time of life when most men feel like settling down and enjoying to the fullest extent the comforts of home, he is the same intrepid fireman that he was thirty years ago, and at any large fire may be seen, with grimy and often blistered face and hands and soaked clothing, directing the movements of the Department and fearlessly placing himself in any position, no matter how

dangerous, where his presence may be effective. He is pretty sure to be one of the first at the scene of a conflagration, and would rather remain there twenty-four hours, or even longer, than leave before all danger of a further spread of the flames was over. He lives in a handsomely-furnished residence in South Fourth Street, where during his hours off duty he finds his most pleasant occupation in quietly enjoying the society of his family and friends.

TERENCE M. FARLEY is proprietor of the Niagara Hotel in York Street, Brooklyn, which at one time was a noted rendezvous of the fire laddies. Like his brother Charles, he was a born fireman, and when very young was noted as a runner with Hose 5, and later as a duly elected member. He was born in the Fifth Ward, Brooklyn, October 8, 1844, and early became a Government apprentice to learn sailmaking. At the age of seventeen he entered the Navy, July 22, 1861, and served with distinction in the "Gulf Squadron." His ready wit and earnest endeavor to master the details of the position to which he had been assigned attracted the attention of his officers, and he was speedily advanced to a higher position. After serving three years as a man-o'-war's man he was honorably discharged in 1864. Mr. Farley is not only a veteran of the late war, but is also a pensioner, having lost a portion of his hand while serving in the navy. He is happily married and the father of an interesting family. He is the personification of good-nature, and as mine host of the Niagara Hotel, has succeeded in securing and retaining the liberal patronage of the leading naval officers stationed at the Navy Yard.

JOHN FINN was born in Halifax, N. S., in 1835, and came to Brooklyn in the following year. At an early age he was apprenticed to learn the trade of a machinist in the New York Novelty Iron Works. He entered the Volunteer Department in 1854, and served under General Spinola, who was then foreman of Engine No. 4. In 1870 he joined the present force, and was assigned to duty with Engine No. 7. Prior to this he had been engaged as an engineer at the City Hall and Court House. During the fifteen years in which he has acted as engineer of No. 7, he successfully ran his engine at working fires without having once broken down. During the contest for the position of foreman in the spring of 1885, Mr.



Finn received the highest percentage attained by any of his competitors, and was declared elected. He at present commands Engine No. 2, although, owing to his practical knowledge of hose and other accompaniments to an engine, he has been detailed to duty in the Equipment Department at Headquarters. Captain Finn is a man of abstemious habits, and has accumulated considerable property. He is very unassuming in manner, and at all times polite and obliging to those with whom he is brought in contact in his position as a fireman.

JAMES O'CONNOR was born in Brooklyn in 1841, and learned the trade of a tin and copper smith. In 1861 he became a member of the volunteer force and performed duty with Engine No. 19. In 1862 he was elected as a representative for one year, and in 1863 was elected an assistant foreman. In this capacity he served until 1865, during which period he was frequently commended for his bravery at fires. In 1867 he was made trustee, and later appointed a district engineer. In 1869 he was made inspector of buildings, and held that position until 1870, when the power of the latter was transferred to the paid Fire Department. In 1874 he was appointed a private in the present Department and served with Engine 5. With that company he performed very efficient service, which aided him in the contest for foreman in 1885 to pass a highly creditable examination. He was appointed to the command of Truck No. 5—known as the “happy family”—July 1, 1885, where he is at present serving.

ROBERT J. FUREY was born in New York in 1831, and came to Brooklyn in 1839. He served an apprenticeship as a sash and blind maker, and, while yet a youth, joined Engine No. 2, in 1850. In the following year he was made assistant foreman, and served with honor under Foremen Vandever and McQueen. In 1864 he was appointed a bell-ringer in the Sixth Ward tower, and in 1869 was appointed to the present force. In 1879 he was assigned to duty at the City Hall as a lookout. In 1882 he was relieved from duty as a lookout and detailed as a carpenter to the repair gang, where he is at present serving. While connected with the Fire Department he had always been regarded as a steady, industrious man, whose practical knowl-

edge of the construction of buildings has proved invaluable aid at serious conflagrations. He is very popular with his associates, and is equally so at Fire Headquarters.

DAVID KIRKPATRICK, foreman of Truck Company No. 2, is another heroic fireman who always sinks personal consideration in the face of danger. He was born in the Second Ward, this city, forty-one years ago, and when a boy moved to the Seventh Ward with his parents, where he has since resided. He became a member of the volunteer force in 1860, and distinguished himself for bravery while serving with Columbia Engine No. 10 and Empire Truck No. 3. He was appointed a fireman upon the organization of the Brooklyn Fire Department, February 15, 1869, and was promoted foreman of Truck Company No. 2, August 1, 1879, a position which he has since held. There are many instances recorded of him where he risked his life to save that of others.

At a fire in the house 692½ Myrtle Avenue on August 1, 1883, he rescued a Mrs. Jack from the first floor, and returning through smoke and flame, he saved Mrs. Appleyard and her four children, who were all on the second floor. Their escape was cut off by the smoke that filled the hallway, and their rescue was a matter of no little danger to Foreman Kirkpatrick.

On December 24, 1883, in the early morning, a fire broke out in the house 420 Flushing Avenue. Foreman Kirkpatrick found a Mrs. McGuire and her three children in bed, half suffocated by the smoke that filled the room. With the assistance of other firemen the entire family was saved.

At a fire which occurred in A. Cragin's japanning works in Sanford Street, he rescued three persons, and recovered one dead body from the ruins of the building.

WILLIAM A. MINARD.—The subject of this sketch was born in 1836, of American parents, in Scammel Street, in New York City. At an early age Mr. Minard was apprenticed as a ship-joiner. In 1844 he removed with his parents to Williamsburgh, where he followed his trade, and in 1856 was elected a member of Engine No. 7, of which Jim Newcombe was, at that period, foreman. Six months later he joined Engine No. 4, with which company he was conspicuously identified until the breaking out of the civil war.

In June, 1861, Mr. Minard patriotically volunteered his services in defense of the Union. He enlisted in the Navy, and was at once assigned to do duty as a carpenter and ordered to the Mississippi squadron, under command of Admirals Porter and Smith. He participated in the celebrated naval fight at the fall of Vicksburg, the taking of Memphis, Port Hudson, Island No. 10, and many lesser engagements.

On the 22d of June, 1864, exactly three years after his enlistment, Mr. Minard, although proffered advancement to a higher grade, decided to leave the service and return to Williamsburgh. Upon his arrival he at once rejoined Engine No. 4, of that city, with which company he served with credit until 1866, when he was elected assistant engineer of the Eastern District. In this capacity he served until the organization of the paid Fire-Department, when he was at once appointed a district engineer. Perhaps no man connected with the Fire Department of the Eastern District was so deservedly popular as Mr. Minard, who for some reason was transferred to the Western District in 1880, where he has since made a host of friends.

His coolness and intrepidity so inspired the residents of his district with confidence, that he has been on numerous occasions publicly complimented; while by his uniform uprightness and considerate treatment of his men, he not only commands their esteem, but is likewise regarded by his superiors as being one of the most intelligent men in time of extreme danger.

Owing to his practical knowledge as a carpenter, and to the fact of his being the ranking district engineer in the Department, Mr. Minard has been several times prominently mentioned for the position of fire marshal.

In 1881 Mr. Minard, the then popular district engineer of the Sixth District, was ordered to take the place of District Engineer McQueeney, deceased. The vacancy thereby occurring was filled by the appointment of Mr. Perry, who has since maintained his reputation for integrity, coolness, and urbanity, which attributes have justly entitled him to the confidence and respect of superiors and associates throughout the Department. Mr. Perry's quiet, pleasant manners have, besides, won for him many warm personal friends throughout the city.

JAMES DALE.—Among the many brave and efficient officers connected with the Brooklyn Fire Department there is, perhaps, no one so deservedly popular, not only with firemen, but equally so with citizens of the Heights and vicinity, as Mr. Dale.

Born at South Amboy, N. J., in 1839, Mr. Dale at an early age developed a passion for the study of mechanics, and soon became an expert engineer. In 1857 he was elected as engineer of Hose No. 21, which was at that period quartered in the old Erie Building, New York. This company was subsequently reorganized into the famous 53 Engine, whose record is proudly alluded to even at the present day by old-time New York fire laddies.

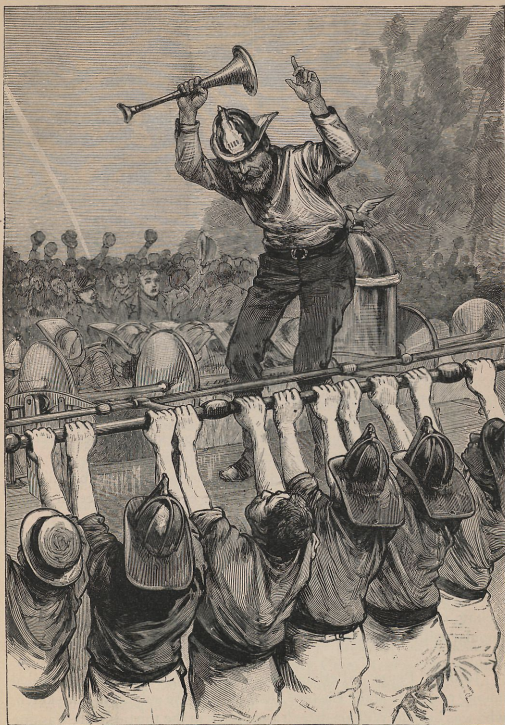
During Mr. Dale's connection with the above-named engines, he had several narrow escapes from imminent peril while attending fires. He was universally known throughout the Volunteer Fire Department of New York, for his prompt action and intrepidity when fighting the fiery element.

In 1864 he removed to Brooklyn, and in January, 1865, joined Engine No. 14, of that city, and was at once made engineer. This position he held creditably until the reorganization of that company to the present Engine Company No. 5, which occurred in 1869. Upon the formation of the paid Fire Department, he was promptly appointed as foreman of the latter company, with which he performed gallant service. A vacancy occurring in the rank of district engineer, Mr. Dale was selected, owing to his peculiar fitness to fill this vacancy. Aside from his honorable career as a fireman, Mr. Dale rendered valuable service during the rebellion as engineer of the *Chancellor Livingston*, a transport plying between Baltimore and Fortress Monroe.

During his service in the Brooklyn Department Mr. Dale has suffered many hardships, and has frequently met with injuries, notably at the Harbeck Stores fire, and subsequently by the overturning of an engine while repairing to a fire, on which latter occasion he was seriously injured. Nevertheless, he persisted in performing duty when barely convalescent, during which time he ably controlled, not only his own, but a portion of District Engineer Farley's district, the latter having been elected sheriff of Kings County.

"Genial Jim," as he is familiarly termed, was always regarded in New York as a brave-hearted fireman, who was ever willing to do





"Working the Engine," as witnessed at the Tournament recently held at Jamaica.

his duty, and to peril his own to save another's life. In the Brooklyn Fire Department he is equally respected, and is regarded with esteem by many of Brooklyn's most prominent citizens, as well as those controlling the fire force of that city.

JAMES CUNNINGHAM.—To many of the older fire laddies of Brooklyn, the historical name of Cunningham will be recalled in connection with events transpiring during the old days of the Department. District Engineer Cunningham is the son of the former well-known chief engineer of the Department, "Old Jack," as he was familiarly termed.

Like his father, young Cunningham became a fireman from choice, and in time developed such aptitude for the business as to cause him to be elected a member of Columbia Engine No. 10, which company he joined in June, 1860.

Mr. Cunningham was born in the Fifth Ward, Brooklyn, October 1, 1839, and on joining the Volunteer Department was twenty-one years of age. He had, meanwhile, wisely apprenticed himself as a shipwright, which occupation he followed with success until the organization of the paid Fire Department, when he was appointed foreman of Engine No. 9.

At the death of the lamented district engineer, James Gaffney, Mr. Cunningham was tendered the vacant position.

In many particulars Mr. Cunningham is said to resemble his late father, who was universally regarded for his sound, practical judgment, particularly on fire matters.

It has been often remarked that Engineer Cunningham's intelligent and cool methods at fires have effectually resulted in preventing large conflagrations. Besides being thoroughly capable of controlling the most obstinate fire, he has the faculty of imparting a feeling of confidence to the men under his charge. He is very popular with all classes.

JOHN A. PERRY.—Perhaps no man is more favorably regarded among residents of the Eastern District than the subject of this sketch, who was born in Williamsburgh awayback in the thirties. He was one of the original members of Hose No. 3, which was organized in 1851, and which was at that period located in Grand Street, upon the site

of what was then known as the Old Fish Market. After three years of active service he was elected assistant foreman.

After a meritorious servitude of nearly ten years, Mr. Perry was elected, in 1864, as fire commissioner, which position he held with honor for two years. Later on he was appointed a bell-ringer in the Fourteenth Ward bell-tower, from which position he was removed by a clique of politicians. Subsequently, upon the recommendation of Commissioner Worth he was immediately reinstated.

JAMES DOYLE was born in Jackson Street, Brooklyn, in 1841. During his boyhood he attended Public School No. 13, and was subsequently a pupil at St. Paul's Parochial School. At the early age of sixteen Mr. Doyle was apprenticed to Garner & Co., picture-frame makers, Canal Street, New York. In October, 1862, he joined the famous Ninth New York Volunteers (Hawkins's Zouaves), and served with distinction in "G" company of that regiment, which was then attached to the Ninth Army Corps. After participating in the battle of Fredericksburg, the Zouaves were consolidated, while lying at Fortress Monroe, with "E" Company, Third New York Infantry. With this latter regiment he served faithfully until wounded at the battle of Pleasant Hill, N. C., he being at that time attached to the Tenth Army Corps, under command of General Terry. After being treated for his injury, which was in the region of the shoulder-blade, Mr. Doyle was sent as a convalescent to Lincoln General Hospital, Washington, whence he, at his own request, was returned to duty with his regiment. He rejoined the latter just prior to the second expedition against Fort Fisher. During Mr. Doyle's servitude he participated in the important battles at Wilmington, Morris Island, Folly Island, Fort Sumter, Fort Fisher, and at the taking of several smaller places. In June, 1865, he was honorably discharged, and returned to Brooklyn. Almost immediately after his arrival home he was unanimously elected a member of Hose No. 9, of which company Chief Nevins was at that time foreman. Mr. Doyle was subsequently appointed one of the sealers of weights and measures for Brooklyn. While yet a member of Hose 9 he was, at the formation of the paid Fire Department, unanimously chosen foreman of Engine Company No. 2, situated in Van Brunt Street. After sixteen years' servitude, during which period he

has been frequently honorably mentioned for deeds of personal daring at fires, he was, after a most exacting civil service examination, selected as a fitting person to hold the responsible position of district engineer. Mr. Doyle is prominent in Grand Army circles, and is deservedly popular with his superiors and associates.

DENNIS MCGROARTY was born in Ireland in 1844, and in the following year emigrated to this country with his parents, who located in Brooklyn. While a lad Mr. McGroarty attended Public School No. 9. Although scarcely seventeen years of age, he volunteered his services as a soldier three months after the firing of the first gun of secession, and enlisted in the Fifty-first New York Volunteers—Shepherd Rifles. With this regiment he served with honor until in 1862, when an invitation was extended to all soldiers desiring to serve the remainder of their enlistment in the regular army to make application to their respective company commanders. In October of that year, Mr. McGroarty was, at his own request, transferred to K Battery, First United States Artillery, from which he was discharged with the rank of corporal, per General Order No. 25, A. G. O., January 18, 1864. The military ardor of young McGroarty was not seemingly cooled, as he immediately reënlisted in G Battery, Third United States Artillery, where he soon attained the rank of sergeant. Owing, however, to a wound received in the thigh at the battle of Beverly Ford, Va., he was partially incapacitated from performing active duty with his battery. While stationed at Camp Bailey, Washington, notwithstanding his request to be retained until the expiration of his term of enlistment, he was, on July 29, 1865, honorably discharged the service. During his different enlistments, Mr. McGroarty participated in the following engagements, viz.: Roanoke Island, Newbern, Manassas, Chantilly, South Mountain, Antietam, Fredericksburg, Chancellorsville, and Beverly Ford. He was at one time a member of the famous Ninth Corps, under command of General Burnside. After his return home, he decided to apprentice himself to the firm of Pierce, Hall & Co., hatters, of Brooklyn, meanwhile being elected a member of Goodwill Engine No. 4. With this company he served faithfully until the organization, in 1869, of the Brooklyn Paid Fire Department, when he was appointed as driver of Truck No. 2, situated on Bedford



Avenue. Upon the formation of Engine No. 14, he was detailed as foreman to organize that company, in which capacity he served until his appointment in 1885 as district engineer.

Mr. McGroarty, by his many acts of heroism, has endeared himself to a large number of persons whom he, at the peril of his own life, succeeded in rescuing from a horrible death at the hands of the fiery element. He is a deservedly popular man, and possesses many warm personal friends who are justly proud of the "young soldier hero," as they persist in terming him. With his comrades he is equally popular, while with his superiors he is held in the highest esteem.

JOHN J. FANNING.—Like Messrs. Doyle and McGroarty, District Engineer Fanning received his baptism of fire during the memorable struggle of the civil war.

Born in 1845, Mr. Fanning, while yet young, followed the business of a milkman. At the age of sixteen he enlisted, May 11, 1861, in D Company, Twenty-fifth New York Zouaves, where he so ably distinguished himself as to entitle him to promotion to the rank of first sergeant. After a servitude of twenty-six months he was honorably discharged, and immediately returned to Williamsburgh, where he learned the trade of a ship-carpenter.

Having been a "fire laddie" since early boyhood, Mr. Fanning naturally felt inclined to identify himself with the Brooklyn Department, and at the organization of the present force, he received an appointment, in September, 1869. He was assigned to Engine Company No. 11. He was subsequently made driver during that year, and on January 16, 1872, was appointed foreman and transferred to 6 Truck in July, 1877. In October, 1878, he was assigned to duty with Engine No. 15, where he was very popular, owing to his genial disposition. Socially Mr. Fanning is a perfect gentleman, of quiet demeanor, and rare executive ability.

At each of the larger fires occurring in the Eastern and Western districts, Mr. Fanning has, by his bravery and thorough knowledge of fire duty, so impressed his superiors that they were only too willing to confer upon him the rank of district engineer. In private circles, and as a member of the G. A. R., Mr. Fanning is very popular.

JAMES WALSH, captain of Engine 8, was born in Ireland in 1848, and emigrated with his parents to this country in 1851; the latter taking up their residence in the Fifth Ward, Brooklyn.

At a very early age young Walsh determined to become a printer, and was accordingly apprenticed to that trade. He served his time with Robert Bonner, who was then, as now, publisher of the New York "Ledger." During all this period Mr. Walsh, although not yet of age, was an acknowledged member of Constitution No. 7. Just prior to the breaking up of that organization, he was elected assistant foreman under Foreman Shevlin, ex-warden of the Penitentiary.

Upon the organization of the present paid Fire Department he was made foreman, September 15, 1869. Owing to the location of Engine No. 8, but few fires, save of an insignificant character, have been attended to by that company. At times, however, the engine has been called upon to assist at fires of greater magnitude, to which it has responded with an alacrity second to none throughout the Department.

At the famous glass-house fire in 1881, Mr. Walsh received severe injuries, from which he has happily recovered, and has once more resumed command of his company.

Captain Walsh is a strict disciplinarian, and is constantly impressing upon the minds of his men the necessity of faithfully performing their duties.

The captain is the brother of Police Justice Andrew Walsh, and received the rudiments of his education at Public School No. 7, situated in York Street.

Captain Walsh, besides being a brave officer, is a courteous gentleman and a genial companion.

CHARLES CHAMBERS was born in Ireland, May 14, 1839, and at the age of twelve came to Brooklyn, where he began his studies under the tutelage of the late Mr. Casey. After a tuition of a little more than two years, he was apprenticed to the printing firm of John A. Gray, at Nos. 16 and 18 Jacob Street, New York, where he became an expert pressman.

In 1857 he received his indentures, and immediately engaged in the more lucrative occupation of a milkman. At the breaking out

of the civil war he enlisted, October, 1862, as a sergeant of the One Hundred and Seventy-third N. Y. Volunteers. He took part in the Red River campaign under General Banks.

After participating in several general engagements, Mr. Chambers was taken prisoner at Sabine Crossing, La., and was detained as a prisoner for a period of nearly fourteen months, at Camp Ford, Texas.

Upon his exchange, Mr. Chambers at once repaired to Brooklyn, where he was, shortly after his arrival, made a patrolman of the police, and assigned to the First Precinct, where he still performs duty as a detective, to which position he was promoted in 1878. During his career as such, he has unraveled a number of mysteries, and has become a terror to the criminal classes throughout the city.

In September, 1881, while effecting the arrest of a famous burglar, he was shot by the latter, and still carries the bullet in his head. There is no braver, more efficient, or strictly honest member of the police force of Brooklyn than Mr. Charles Chambers.

JAMES LYNCH is the well-known superintendent of the repair shops, and has been actively connected with the Brooklyn Fire Department for a period of thirty-five years. In 1850 he joined Engine No. 7, and six years later was made foreman of that company. This position he creditably filled until 1861. During his connection with Engine 7, he succeeded in placing that company in the foremost ranks, and it was finally recognized as the crack company of the Brooklyn Fire Department. In 1862 he was elected Alderman of the Fifth Ward, but resigned after serving six months in order to enter upon the duties of city auditor, to which office he had been elected. This latter position he held for a period of three years, during which he established a most excellent record for probity and general worth. While serving in the official capacity described, he still remained an active member of Engine 7, and enthusiastically entered into all projects tending to further the interests of that company. Upon the receipt of the order creating the present paid corps he was appointed to his present position and has held it to the perfect satisfaction of the heads of the Department. Mr. Lynch superintends the entire construction of the different portions of machinery manufactured for use in connection with disabled appa-

ratus, and is considered an expert in repairing any portion of a steam-engine. His experience of nearly forty years as a machinist and practical engineer places him at the head of his profession in the Department, if not in the city of Brooklyn. He has charge of a corps of blacksmiths, wheelwrights, machinists, and painters, and by his intelligent efforts has succeeded in saving thousands of dollars to the city. Superintendent Lynch was born in Ireland in 1832, and with his parents emigrated to America in 1836, settling in Brooklyn. When very young he entered as an apprentice the establishment of the Burdon Iron Works Company, and soon became noted for his zeal and industry. In an incredible short space of time he became assistant foreman, and was considered one of the most skilled mechanics in the State. He is one of the most popular members of the present force, and bears an enviable reputation as an honorable, upright citizen. He is genial in disposition, quiet in manner, and a trusted public employee. In his family relations he is very happily situated, and delights to welcome any old-time vamp who may chance to visit him, while together they chat over the good old days of red shirts, bunkers, and trial contests.

HENRY M. KEIGHLER, foreman of Truck No. 4, whose headquarters are in South Third Street, Eastern District, is one of the veteran firemen of the Department who can look back with some degree of pride to a long and honorable career both in the volunteer and in the paid departments. While still a mere boy he was a "runner" with the famous "Americus 6" of New York, and coming over to Brooklyn in 1852 he settled in the Eastern District and ran with Neptune Engine 7, of which company he soon became a member. After his return from a trip around the world, Mr. Keighler was elected assistant foreman of No. 7. He held this office two years and was then elected foreman, which office he also held two years. He was twice elected afterward in succession assistant engineer of the Eastern District Volunteer Department, serving two years under Chief Engineer Thomas M. Doyle, and two years under Chief Engineer John W. Smith. When the paid Fire Department was organized, Mr. Keighler received an appointment as a private, and was assigned to Engine No. 13. He was promoted to a foremanship in 1870, and remained ten years in command of No. 13. Then he was transferred to Engine No. 11 by Commissioner Worth, and remained there as foreman sixteen months,



after which he served eight months as foreman of Truck No. 6. The tragic death of gallant Charley Keegan, foreman of Truck No. 4, left that company without a commander, and Foreman Keighler was transferred by Commissioner Partridge to fill the vacancy. He has served since as foreman of No. 4. He is regarded as a good fireman, possessed of all the qualities that go to make a man useful in his profession, and is respected and esteemed both by his superiors and his subordinates.

SAMUEL DUFF, foreman of Engine Company No. 3, is probably the most popular young man in the Sixth Ward. Everybody in the ward knows him, and everybody likes him, not only for his gentlemanly deportment and genial manners, but for his more than ordinary courage and ability. He was born in the Sixth Ward thirty-four years ago, and from his boyhood has been its boast. Like other of the active, athletic youths of his day, he became a member of the Volunteer Fire Department, and when the Brooklyn Fire Department was organized in 1869 his distinguished services caused him to be appointed a fireman. He was assigned to Engine No. 3 September 15, 1869, and became its foreman January 1, 1870, which position he has continued to hold. For fifteen months he was acting district engineer in place of District Engineers Dale and Farley, and while performing that duty he showed himself a thorough fireman. His deeds of daring are many, and every resident of the Sixth Ward has a story to tell of Sam Duff's bravery.

In May, 1870, at a fire in the house 515 Henry Street, he rushed into a burning room on the first floor and carried out an old woman named Mrs. Corn. The woman's clothing was on fire at the time, and Foreman Duff received some severe burns.

July 4, 1876, he rescued Mrs. Brown, aged sixty-five, from the third floor of house 318 Court Street. Mrs. Brown's escape had been cut off by the fire and smoke, and she was rescued in a half-suffocated condition.

September 19, 1879, he rescued Emma McCann, aged twelve, from the top floor of the three-story house 43 President Street, where she had been left by the terror-stricken parents.

July 22, 1882, he rescued James Connolly, aged thirty-two, from the top floor of the four-story house corner of Court and Nelson streets. This rescue was effected at such great personal risk that

Mr. Connolly and his friends presented Foreman Duff with a handsome gold watch, on the case of which is inscribed :

"Presented to Samuel Duff, foreman Engine No. 3, for his heroic conduct in saving the life of James Connolly at a fire which occurred on the corner of Court and Nelson streets, July 22, 1882."

April 12, 1885, he rescued James Maloney, aged twenty-eight years, from the second floor of four-story tenement No. 66 Columbia Street.

May 5, 1885, he rescued Mrs. Haas and daughter, Emma, from the burning building in State Street.

CHARLES MACDONOUGH, foreman of Engine Company No. 9, is a man devoted to his perilous calling, and very popular with his associates. He has proved himself to be a fearless man on many occasions, though he has lacked the opportunity to be enrolled among the life-savers of the Department. He was born in Allen Street, New York, thirty-eight years ago. He moved to this city with his parents when eighteen years of age, and upon attaining his majority he joined the Volunteer Fire Department, serving first with Truck No. 3 and afterward with Engine No. 9. Upon the organization of the Brooklyn Fire Department he was appointed fireman on Engine No. 9. He served as stoker for two years and as engineer for nine years. On November 10, 1880, he was promoted to foreman of the engine company, a position which he has since held with honor to himself and credit to the Department.

PETER J. CAMPBELL is foreman of Hook and Ladder Company No. 3, and ranks among the first of local heroic firemen. He was born in New Orleans, La., March 4, 1844, but removed with his parents to Brooklyn when he was four years of age. He attended the public schools of that city until his sixteenth year, when he learned the trade of a hatter. Like all the sturdy young fellows of his day, he joined the Volunteer Fire Department. He was appointed and assigned to Hook and Ladder Company No. 3. For ten months he was on duty in the kerosene oil bureau at headquarters, and at the first competitive examination for promotion he received the highest percentage, 92.3, and was appointed foreman of Engine Company No. 9. On the 15th of January, 1883, he was detailed as acting foreman of Hook and Ladder Company No. 3, and was made foreman of it in March, 1883, which position he has since held.

When acting foreman of Hook and Ladder Company No. 3, his services were of such marked excellence at a fire in the Brooklyn Brass and Copper Mills, corner of Front and Adams streets, that the mill company presented him with twenty dollars and a handsome testimonial.

At a fire in a bakery, 75 Main Street, he, at the risk of his life, saved a mother and her baby from a horrible death.

On January 20, 1880, while standing in front of his engine-house, he heard a cry of fire, and saw a woman near the corner of Gold Street and Concord literally wrapped in flames. He immediately rushed toward her, and by covering her with his heavy uniform coat succeeded in saving her life at the cost of a few burns to himself.

On April 21, 1882, he rescued a boy from a burning building at great risk.

On the evening of September 12, 1882, he discovered a fire on the third floor of the brick building corner of York and Adams streets. He climbed up the fire-escape, forced his way into the building, and extinguished the flames in time to prevent the spread of the fire.

On February 20, 1885, he rescued, by way of the roof, a man and wife from the burning building corner of Concord and Gold streets.

On May 5, 1855, he further added to his record by rescuing Mr. E. Kelsrow from the burning building 192 Concord Street. The room, on the second story, in which Mr. Kelsrow was, filled with smoke and flame so quickly, that he was compelled to attempt to escape by way of the window. Foreman Campbell ordered the ladder to be raised to the window. He mounted it himself, and, jumping into the burning room, lifted Mr. Kelsrow on to the ladder, whence he escaped.

These are only his recorded acts of daring, and there are many more stories of his bravery current which reflect the highest honor on him.

HENRY BRANT was born in New York City about sixty-eight years ago. When a young man he moved to Brooklyn, and joined the Volunteer Department of that city February 1, 1837, and became a member of Constitution Engine No. 7, of which company he was foreman. He subsequently joined 9 Engine, and was shortly after elected its foreman. He was also assistant engineer under Burdett

Stryker, Peter B. Anderson, and Israel D. Velsor. Mr. Brant is now retired from business, and lives in comfortable circumstances with his family at the corner of York and Gold streets, Brooklyn. When asked concerning the days of the Old Department, Mr. Brant said: "I was a member, and at one time a foreman of 7 Engine, and though my memory is not yet impaired, I must refrain from saying much, as my statement would contradict the press reports of years ago, which are considered authentic. Many who are now in public life received credit through the press in the old days for what they were not entitled to, and necessarily they would feel aggrieved at any statement of mine to the contrary.

"Nearly all the old members of 7 Engine left that company long before the disbandment of the Old Department, and either organized or joined other companies. I myself left the company, and joined 9 Engine, and while in that company was made foreman and assistant engineer. She lay in High Street, near Fulton Street, at that time. Indeed, the only old firemen that I can recall who stood steadfast to their company are old Frank Stryker and his brother Burdett, the former an ex-mayor and the latter ex-chief engineer. They were members of Franklin 3, and never left her.

"When I joined the Department, I knew personally every fireman in the city, and I might say nine-tenths of the citizens. Certainly, we had a fight occasionally, and used to delight in washing another company's engine, if we were able. I saw hundreds of fights, but never got hit but once in the whole course of my experience. That was when I was foreman of 7 Engine. We were going to a fire in the Fourth District, and caught No. 11 Engine in Myrtle Avenue. I was ahead, and urged my company to pass 11, when the foreman of that company rushed at me, and cut my head pretty badly with his trumpet. He was a close friend of mine, and did not know I was in charge. He was very sorry for what he had done, and we soon made friends.

"The first engine No. 7 ever had was a 'goose-neck,' made by Jake Smith, of New York. It was delivered to the company in 1826, and at that time was considered a very handsome apparatus, but latterly was declared simply an old 'tub.' This was when the piano engines, with their gorgeous trimmings, oil-paintings, and polished steel-work were introduced. The reason why 7's members changed their quarters from Gold Street, near Front Street, was in



deference to the wishes of the members of the York Street M. E. Church, which edifice adjoined the old frame stable where the engine was housed.

"The church worshipers were frequently annoyed while at service by the company when answering an alarm of fire, and in deference to their wishes we petitioned the Board of Aldermen to assign us new quarters. The city at that time had a large plot of ground in Front Street, where it was intended to erect the county jail, but which was afterward built on the present site in Raymond Street. A frame shed was built for No. 7 in Front Street, near the corner of Bridge. Here they remained for a number of years, until the present brick building now occupied by Brooklyn Engine Company No. 8 of the paid Department, was erected. In conclusion, I might say that 7 Engine was Brooklyn's school for firemen, because you could find an 'old buck' in nearly every company of the Department."

GEORGE A. FROST was born in Brooklyn September 29, 1834. In his youthful days he became a butcher, and during the celebrated California gold craze started for the Pacific coast. While living in San Francisco he engaged in business as an expressman, and in time acquired a competency. He was for years connected with Knickerbocker Engine 5 of "Frisco," and there came in contact with many of those who have since become identified with the interests of the Golden State. In 1858 he returned to Brooklyn, and joined Engine 12 of the Eastern District. He again resumed his occupation as a butcher, and upon the organization of the paid Fire Department was appointed a member of Engine 11. While serving with the latter company he was appointed foreman, and in January, 1872, was assigned to the position of district engineer. During his connection with the volunteer force he was twice elected to the position of assistant engineer, and for nine years was a popular and courteous officer of the board. Mr. Frost has upon several occasions narrowly escaped injury at fires, notably at the burning of the fur factory in Bushwick Avenue, at which Foreman Baldwin, of Engine 16, lost his life. Upon this occasion Engineer Frost was buried beneath falling *débris*, and sustained a serious fracture of the arm and injury to his back. On another occasion he was hurled from a ladder, which broke when he had ascended but half-way. Despite his many

mishaps, Engineer Frost is still hale and hearty, and bids fair to do considerable efficient work in the Department.

In the Eastern District Mr. Frost is particularly well liked, though his friends abound in numbers throughout the State. At a fire he is cool and daring, and as a commanding officer he has few equals.

JAMES F. MURRAY is the present foreman of Engine No. 4, and is quite popular with all classes in and out of the Department. He is said to be one of the most vigilant foremen in the force, and every inch a thorough fireman.

Foreman Murray was born in Brooklyn, July 12, 1851, and attended the parochial school of Sts. Peter and Paul, and also the public schools of the Eastern District. He served an apprenticeship of three years as a plumber, and followed that occupation until 1878, when he joined the paid Fire Department, and was assigned to duty with his present company. For his fearlessness at fires and uniform good character he was soon promoted to the position of foreman.

Mr. Murray has at all times and under trying circumstances endeavored to make the company he commands a model one. In this he has succeeded, and the best wishes of a host of friends attend him in his worthy efforts.

JAMES KELLOCK, the present superintendent of the Kerosene Bureau of Brooklyn, was born in Fifeshire, Scotland, November 15, 1848. In May, 1851, he came to America, and settled in Brooklyn. He attended Public School No. 7 in York Street, and early apprenticed himself to learn the trade of a glass-blower. After receiving his credentials as a journeyman, he removed to Greenpoint, where he resumed his occupation. Upon the formation of the present paid Department he was appointed to a position as private, and was assigned to duty with Truck 6. Prior to this, however, he performed efficient service as a runner in the Old Department. In July, 1881, he was selected, owing to his peculiar fitness, to fill the position of acting superintendent of the Bureau of Combustibles. In June, 1885, he passed satisfactorily a civil service examination, and was duly appointed a foreman in the Department. This rank he at present holds, while intrusted with the entire management of the Bureau of Combustibles. Mr. Kellock is one of the most popular citizens of Greenpoint, and has upon different occasions been unanimously

chosen as president of the Burns Club. Socially he possesses all the accomplishments recognized in the make-up of a true gentleman.

CHARLES A. GOODWIN, the present foreman of detailed mechanics, was born in New York, February 13, 1848. He removed to Brooklyn in 1850, and settled in the Fifth Ward, where he acquired a very practical education in schools Nos. 7 and 14 of that city. He was later apprenticed to the trade of a carpenter, and became thoroughly versed in all its branches. For a number of years he ran with Hook and Ladder No. 2, and in January, 1879, joined the present Department as a private of Truck 3. Owing to his superior knowledge as a carpenter, he was, in 1881, detailed as acting foreman of mechanics. In 1885 he passed a very creditable examination in the contest for foremanship, and was duly appointed a foreman, to date from July 1 of that year. Mr. Goodwin has a meritorious record as a fireman, and at present is intrusted with the entire charge of the alterations and repairs of the various houses.

THEODORE A. DRAKE, secretary of the Association of Exempt Firemen of Brooklyn (Western District), was born on the 27th of January, 1835. He came from Massachusetts to permanently reside in Brooklyn in 1854. He joined Brooklyn Engine Company No. 17 on the 23d of September, 1856, and after serving a short time in the company was elected secretary. He continued in this position until he resigned from the active roll, on January 8, 1863. Subsequently he joined the Old Guard Association (an organization composed of members who had served their full time in Engine Company No. 17), and on the 29th of September, 1873, he was elected secretary of it, which office he held until September 28, 1881, when he resigned.

In November, 1873, he joined the Association of Exempt Firemen of Brooklyn, W. D., and in February, 1876, was elected secretary, which honorable position he still holds, being reelected every year.

Mr. Drake was connected with the Engineer's office of the Brooklyn Water Works, from its organization up to the year 1876, a period of nineteen years. He has also been employed on the Salem, Newburgh, Albany, Toledo, and Charlotte Water-works, and has visited the works in most of the principal cities in this country, besides many in Europe.

He is now connected with the Board of Audit of Brooklyn, and has been engaged for some years in examining the accounts of the various departments, in which capacity he has succeeded in assisting to recover the return of many thousands of dollars to the city treasury. Mr. Drake is a careful, conscientious and hard worker, who by his industry has amassed a snug sum. Within his interesting family circle, comprising his wife, four daughters, and two sons, Mr. Drake is blessed with domestic happiness. Among his friends, whose name is legion, Mr. Drake is esteemed as a true gentleman and a sincere friend.

JOHN D. ANDERSON was born in Brooklyn, April 14, 1833. His father, a native of Edinburgh, Scotland, was noted for his energy and intelligence. He was a gunsmith, and as such manufactured muskets for the United States Government during the Mexican War. While riding in an open carriage he was thrown from his seat, sustaining injuries which later on resulted in his death. Young Anderson was at that period a pupil in a private school in Brooklyn, and was immediately called upon to assume control of his father's affairs. A celebrated painter, by name Newbury, had already taken a fancy to young Anderson, and engaged his services in completing a sketch of Niagara Falls, this being the first picture painted of that celebrated scene. From his stepfather Mr. Anderson learned the rudiments of the building trade, in which he has since become noted. As a builder he afterward engaged with Warren W. Sneider, master builder, and was further initiated into the details of his calling.

Later on he became connected with the firm of Mitchell & Campbell, master builders, of Brooklyn, with which he finished his apprenticeship. He subsequently erected a building on Fulton Street, opposite Pierrepont, for Mr. William Cameron, who was the first importer of human hair in the country. He also built the Dime Savings Bank on Court Street, probably the handsomest building of its kind in Brooklyn; the Eastern District Hospital, and the railroad depot at the junction of DeKalb and Central avenues. To the latter structure he added an immense elevator for hoisting open cars to the third story for storage. In 1848 he became a member of Engine 6, and was noted as a thorough-going fireman. This famous company were first to boom the future of Hugh McLaughlin, and by



their united efforts, seconded by George Taylor, the former was appointed a boss of laborers in the Navy Yard. Mr. Anderson, as an architect and builder, has done much toward the adornment of his native city, and he is looked upon as a model citizen. He is a lover of horses, and may be seen any pleasant afternoon speeding along the road. Among his friends he is regarded as a prince of good fellows. He is treasurer of the Master Builders' Association of New York and Brooklyn, and is a member in good standing of Long Island Lodge 382, F. and A. M. He has also entered the Chapter, and is possessor of the 32d degree as a noble of the mystic shrine. Mr. Anderson is a man of unquestioned character and great enterprise, and he is everywhere regarded as a whole-souled gentleman and a credit to the city of his birth.

DEMAS STRONG is remembered with affection by his old surviving associates of Engine-No. 1, with which he was connected for many years. He was at one time assistant engineer of the Old Department, and in that capacity distinguished himself on many occasions by deeds of valor and heroism. Upon the breaking out of the gold fever in California in 1849, he, with others, at once repaired to the Pacific coast. While there he devoted a considerable portion of his time to the organization of the Old Volunteer Department. In this he was eminently successful, and is entitled to the credit of introducing the first fire apparatus ever used in San Francisco.

Upon his return home, Mr. Strong became interested in politics, and in the course of time was elected a State senator. Mr. Strong is regarded by those who know him intimately as being an upright, honorable man, whose dealings with everybody are always squared by the strictest rule of rectitude. As a politician he is noted for his probity and straightforward conduct toward his constituents. Upon all measures tending to advance the interests of Brooklyn he has kept a watchful eye, and spared no effort in promoting their success. No other man who has been in public life can boast a more excellent record, and he is now regarded by all parties as a representative man, who is a credit to the city in which he has for so many years resided.

EDWARD A. GARDNER was formerly foreman of Washington Hose No. 6, of which organization he became a member in 1862.

For a number of years he commanded this well-known company, and was an honored member of it until the Volunteer Fire Department was disbanded.

Many old-time firemen speak in terms of warm praise of Mr. Gardner, who at all times was regarded as a kind and capable foreman and a brave and hardy fireman. Apart from Fire Department circles, he is looked upon by a numerous coterie of friends and acquaintances as a man of an unusually gentle disposition, and as one upon whose word reliance can always be placed.

CASPIAN A. SPARKS was born in Connecticut, and was by profession a chemist. He was well known in the Old Volunteer Fire Department throughout Brooklyn, but more particularly in the Thirteenth Ward of Williamsburgh, where he had great influence among the "boys." He was under-sheriff, under Sheriff Lott, from 1852 to 1855, and was editor of the Williamsburgh "Times." He was also city clerk of Brooklyn, under Henry McCloskey and William G. Bishop, from 1860 to 1865. He subsequently went to the oil regions, returning in 1869, when he was appointed secretary of the paid Fire Department, which office he retained for about eight years. Mr. Sparks then returned to his early vocation, and his brilliant pen was soon recognized by his old associates as possessing all its wonted caustic and pointed wit and fancy. He was one of the best-posted men in journalistic history in the country, and often delighted his numerous friends and acquaintances with most amusing incidents of strange happenings in the newspaper field.

MONROE F. CONNOR was born in Philadelphia, Pa., in 1820, but has lived in Brooklyn nearly all his life. In the olden time he was one of the most prominent of the Brooklyn volunteer firemen. At the age of twenty, he joined Washington Engine Company No. 1, then located in Prospect Street, near Main. While here he assisted at the great fire in New York in 1845, and at the great fire on Fulton Street, Brooklyn.

He was also a member of Hook and Ladder Company No. 1, and was one of the founders of Mechanics' Hose No. 2. In all, he did thirteen years' duty as a volunteer, serving under Chiefs Burdett Stryker and Peter B. Anderson. He has been vice-president of the old organization of the Exempt Firemen's Association of the Western

District for many years past, and had been previously the financial secretary of that organization. Mr. Connor has always taken an active interest in everything relating to the Fire Department, and has been prominent in every effort made to keep alive the spirit of fraternal good feeling for which the volunteers were renowned in the days of the Old Department.

He is a sail-maker by trade, and enjoys the respect and esteem of a large number of prominent people throughout the country.

MICHAEL HANNON was born in Waterford, Ireland, in 1842, and came to Brooklyn with his parents in 1850. While a youth he attended Public School No. 1, situated in Adams Street. At the age of fourteen he was apprenticed to the firm of Cronan & Co., masons and boiler-setters. Here his ready wit and aptness attracted the attention of his employers, and he was rapidly advanced to the position of a journeyman mason. Like nearly all of the young mechanics of that period he attached himself to the Volunteer Fire Department, and became a member of Protector Engine No. 6, and served with that company until the organization of the paid Department. In 1861 he went South as far as Key West, Florida, and performed valuable service to the Government in constructing the fortifications being erected at that place. Later he became acting superintendent of the works at Fort Dutton. At the cessation of hostilities, in 1865, he returned to Brooklyn and resumed his occupation as a mason. Mr. Hannon was at all times an especial favorite with his associates, and the latter in time effected his appointment as clerk in the tax office. He was also at one time general superintendent of streets, and ultimately was elected to the Assembly in 1882. He is at present the popular and accommodating clerk to Judge Andrew Walsh. Socially Mr. Hannon is looked upon as being a true gentleman and a quiet, genial companion, and one who may always be relied upon as a stanch friend. In his official capacity he has secured and steadily retained the confidence of his superior, and by his uniform politeness to visitors to his office, rich and poor alike, has succeeded in making many friends, who are willing to aid in his advancement to any position in public life.

CHARLES B. FARLEY may be figuratively said to have been born with a fire-shirt on, and has followed the machine to fires almost from the moment he was able to toddle. When but a mere lad he

superintended the construction of a unique fire apparatus, which he named Engine 7. He then organized a company, composed principally of the older lads residing in Irishtown, who had performed efficient and meritorious duty at fires. Later he became an active member of Frontier Hose 5, where he rapidly came into favor, and was everywhere regarded as one of the representative firemen of that famous company.

"Buck," as he was called by his associates, was soon chosen foreman, from which position he was elected to that of assistant engineer. At the outbreak of the Civil War he instantly offered his services as a volunteer in the Fourteenth Regiment of Brooklyn, and in time was made a sergeant. Here, as in civil life, he was noted for his fearless bravery and rollicking good-nature. Many deeds performed by him while serving as a soldier might be cited. He returned with the remnant of his regiment to Brooklyn in 1865, and once more resumed duty as a fireman. Mr. Farley comes from a family the male members of which served creditably during the late war. His father, who was at that time well advanced in years, valiantly shouldered a musket and went to the front, where he also distinguished himself as a brave soldier. During his connection with the Volunteer Department Mr. Farley performed deeds of valor, and was upon scores of occasions publicly thanked for his bravery. This reputation was retained by him when district engineer in the present Department, and such was his popularity among all classes that he was, in 1884, chosen as a candidate for sheriff, and elected to that position by a handsome majority. It is doubted by many of his friends whether he has been at all benefited by the change, and many amusing anecdotes are told concerning his conduct at sight of an engine passing on her way to a fire. For months after being elected he would spring from his bed upon hearing the clang of the jail door-bell. "Buck" is one of the most open-hearted men of his kind, and is always willing to assist his fellow-man. He is never so happy as when free from the cares of office, when he seeks the companionship of his wife and family. He has always been an active member of Rankin Post No. 10, G. A. R. He is ever ready to recur to incidents which occurred during his service with the old Fourteenth of Brooklyn, and often declares that though he had many runs as a fireman the worst run in his experience was performed one day in 1861, at Bull Run, Va. During his term as



sheriff he has performed the duties of that office ably and honestly. He has no enemies, but instead has a host of friends, who feel justly proud of the former fire laddie, who from an humble sphere has steadfastly worked his way to an honorable position in life.

THOMAS HEFFERN has been one of the landmarks in the office of the chief engineer ever since the organization of the present paid Department. He was born in Brooklyn in 1848, and acquired his education at the School of the Assumption in York Street.

"Tommy," as he is termed by his acquaintances, began life as a fireman while running with Engine No. 7, with the members of which company he was always a decided favorite. In 1869, upon the formation of the paid corps, he was appointed a fireman, and assigned to duty with Brooklyn Engine No. 6. With this latter company he has never performed service, having been instantly detailed to duty at headquarters as fire messenger, which position he still holds. Tommy is deservedly popular with the attachés at headquarters, as well as visitors thereto. He is at all times affable in manner and accommodating, and is considered an authority upon all matters involving dates of incidents occurring since his assumption of duty in his present position.

SAMUEL HEUSTIS was born in West Point, New York, in September, 1839. At the age of seventeen he came to Brooklyn and settled in the Fifth Ward. Soon after he entered the Navy Yard as an apprentice, and in time became a journeyman molder. In 1858 he became a fire laddie, and was duly elected a member of Constitution 7. His unquestioned bravery and peculiar fitness to command warranted his speedy promotion to the rank of assistant foreman, a position he creditably filled for a period of two years. Later he was made foreman, and served with great distinction in that capacity for one year.

Upon the formation of the paid corps, he was appointed foreman in September, 1869, and assigned to the command of Truck 3. After properly organizing the latter company, he was, in 1878, transferred to Engine 5, which latter company he has brought to a state of perfection second to none.

Captain Heustis possesses that peculiar faculty of commanding men without resorting to harshness. He is very popular with the

residents of that section of the city where he is stationed, and is a general favorite throughout the entire Fire Department.

JAMES W. CONNELL is an old-time fireman of Brooklyn. He first joined Phenix Engine Company No. 12, of the Old Department, in 1867, and in the succeeding year was elected its engineer. In the latter capacity he served until the organization of the paid Fire Department, in 1869, when he was appointed engineer of Engine No. 9, in which position he remained until July 1, 1885, when he was promoted to the position of foreman of the company. Mr. Connell is thirty-eight years of age, and, as may be seen, has devoted the best years of his life in the service of Brooklyn's Fire Department. He deserves the promotions he has achieved, and his record for courage, competency, and fidelity to duty is second to none.

THOMAS HEALY is at present foreman of Truck No. 6, of Brooklyn. He was born in Ireland forty-two years ago. For five years he was a member of the Old Volunteer Department, being attached to "Good Will" Engine Company No. 4. For the last fifteen years he has been a member of the paid Fire Department, and has the reputation of being a brave and faithful officer. In his social connections Mr. Healy is very popular.

MICHAEL QUINN, the present foreman of Engine Company No. 1, of Brooklyn, is a native of Ireland, but came to this country, settling in Brooklyn, at a very early age. He is now in his forty-third year, and has been identified with the Brooklyn Fire Department since his youth. In 1862 he joined Degraw Hook and Ladder Company No. 4, located on Third Avenue, between Nineteenth and Twentieth streets, remaining there about three years. Disunion crept in among the members of the company, and young Quinn resigned to join Putnam Engine Company No. 21, located on Fourth Avenue, near Nineteenth Street. Old 21's house is now occupied by Engine Company No. 1, of which Mr. Quinn is foreman.

He continued with Engine No. 21 until the Volunteer Department was disbanded.

Appointed in the paid Fire Department December, 1869, as driver of Engine No. 1, he was promoted in September, 1872, to be foreman of Truck Company No. 1, and in October, 1881, he was transferred to Engine Company No. 1.

Foreman Quinn is well furnished with anecdotes of his early volunteer days, and relates with patriotic pride fire-laddie yarns of the social life of the Brooklyn Volunteer Department, and of the joyous and festive scenes in which he took prominent part when the machine was the glory of the then growing generation.

JUDGE HENRY A. MOORE is a native of Brooklyn, where he was born March 23, 1826, in the old Third Ward. He was for years an assiduous student of law in the office of Lott, Murphy & Vanderbilt. Having successfully passed the required examination, he was admitted to the bar in 1847, and in 1849 was made assistant district attorney. This very responsible position he creditably held for some years, leaving a splendid record behind him.

In 1845 he joined Hose No. 1, remaining a member of that organization for nearly three years. Shortly after the great fire in 1848 he aided in the organization of Engine 17, which then lay in Lawrence Street, and was afterward removed to where the present fire headquarters are situated in Jay Street. He was the first assistant foreman chosen by Engine 17 at its organization, and in that capacity served with more than ordinary ability. In 1851 he was elected foreman, where he further distinguished himself as a brave and fearless fireman. He was especially noted for his coolness and intelligence in obeying the orders of his superior while engaged in subduing an obstinate fire. Upon his election to the position of county judge he ceased to perform active service, although remaining with his company as an honorary member.

He was also treasurer of the Fire Department Fund.

Judge Moore is a man of commanding presence, and although well advanced in the fifties, is still well preserved and possesses a robust constitution. He is a gentleman of tried experience and ability as a lawyer. As a judge he is widely known for his high character and unimpeachable integrity, while in private life he is generally esteemed by the community for his many sterling qualities of heart and mind.

ELISHA HANSHEW, Jr., D. V. S., is the present veterinary surgeon in the Brooklyn Fire Department. Upon his assumption of office he encountered some obstacles from the ignorance and prejudice of a few, but speedily overcame both by his manly conduct and the skill he displayed in the treatment of sick and lame horses. He had

already won a recognized position in the veterinary profession as a practitioner, and is now everywhere sought for in the treatment of obscure diseases in horses. His thorough knowledge of the animal structure, the hygienic laws of health, and the application of medicine in the treatment of diseases and ailments of horses, is almost a certain guarantee of his successful treatment where a cure is possible. Surgeon Hanshew was appointed to his present position in 1874, since which year a saving to the city government of hundreds of dollars has been effected, both in the purchase of fire horses and their subsequent treatment.

PRESCOTT L. WATSON is the present superintendent of telegraph. He was appointed inspector in 1882, and in 1884 was selected to fill the position he now holds. He was born in Wilmington, Vermont, November 5, 1848, and after pursuing an academic course of study at Wilbraham, Mass., entered college. Here he took a high rank among his classmates, and after his graduation entered the employ of the Western Union Telegraph Company. He successfully studied and practiced in every department of telegraphy, and became so expert as to be placed in one of the highest positions of trust.

His skill and practical knowledge have enabled him to gradually develop in the Brooklyn Fire Alarm Department one of the finest systems in operation upon the continent, as has been fully demonstrated during his administration of affairs in connection with that bureau. He has also introduced new ideas and has infused a spirit of emulation among the men under his command which has produced gratifying results. Both professionally and socially he is warmly esteemed by the heads of the Fire Department, as well as by a large circle of friends, and it is predicted by many that the future will open to him a field of unprecedented magnitude wherein his wonderful powers as an electrician will secure him fame.

SURGEON NATHANIEL A. ROBBINS has been connected with the Department but a short time, in which he has risen from the position of assistant surgeon to that which he now occupies. Doctor Robbins, aside from his connection with the Fire Department, has a very large and prosperous private practice in Brooklyn. Dr. Robbins has made a specialty of surgery, and with great success. His prompt attention and skillful surgical attendance upon men injured in the



line of duty at fires has not passed unnoticed. He is popular both as a professional man and citizen, and, although somewhat reticent in manner, is nevertheless a companionable gentleman, whose society is worth cultivating.

A. B. THORNE, the present fire marshal of Brooklyn, was born in New York City in February, 1835. After pursuing a thorough course of study at the Mechanics' Society School, then situated on Broadway, he graduated, and at once accepted a position in the Custom House, where he remained for a period of ten years. In 1851 he came to Brooklyn, taking up his residence in what was then known as the Third Ward. He at once entered the insurance business, the details of which he speedily mastered, and in which he is still engaged. The knowledge he thus acquired has since proved invaluable in determining losses, and in tracing the origin of fires where incendiarism is suspected. In 1854 he joined Hose 1, and soon rose in favor with his associates. In 1856 he was elected assistant foreman, and in 1857 foreman, and performed the duties of that office with more than ordinary intelligence and bravery until 1859, when he severed his connection with the Fire Department. Mr. Thorne was at this time very popular with residents of his adopted city, and in 1867 was elected alderman of the First, formerly the Third Ward. In this capacity he faithfully served his constituents until 1871. His well-known capabilities as a fireman was the cause of his being, in 1873, selected to fill the position of fire marshal. After serving two years as marshal, he was removed, for political reasons, and in 1875 was again appointed to the position which he at present holds. Mr. Thorne possesses all the characteristics of a public-spirited citizen, and has greatly impressed the authorities of Brooklyn by his shrewd and intelligent efforts in the settlement of all business attached to the office of fire marshal. He is easily approached upon business of any kind, is gentlemanly in his deportment, and courteous to all. He at present resides with his family in the Seventh Ward, and enjoys the well-merited confidence and esteem of citizens of that portion as well as those of the entire city of Brooklyn.

JOHN COURTNEY, justice of the peace, ranks among the most popular of our citizens. Mr. Courtney is a native of Brooklyn, and

was born in the Fifth Ward in 1839, and consequently is in his forty-sixth year. He received his early education in the private school of John K. Stanley, which was located in Carroll Street, near Willoughby, and where a number of old Brooklynites whose names are mentioned in this volume also attended. On leaving school, Mr. Courtney went in the noted printing-house of Harper & Brothers, where he learned the trade of compositor; remained in their employ for a limited period, and pursued his vocation until he received the appointment of administration clerk to Surrogate William D. Veeder, remaining in that office over ten years, or until March, 1878, when he was appointed clerk to Justice Riley, of the Third District Court.

In 1861 he joined Hose 6, and in the following year was chosen secretary. In 1864 he was made a member of the board of trustees, and in 1866 was elected foreman, and remained in that position until the disbandment of the Volunteer Department.

In the different positions held by Mr. Courtney, he manifested such zeal, and his duties were so impartially transacted, that he merited the esteem and respect of all with whom he had business relationship. Having been a member of the Old Volunteer Fire Department, and showing that deep interest which is characteristic of his nature and disposition, besides having been connected with a number of charitable and social organizations, it was deemed only just and proper, in justice to him who has always labored with indefatigable energy toward promoting and advancing Democratic principles, to tender to him the nomination of justice of the peace for the Third District Court, where he had heretofore acted as clerk. The public showed appreciation of Mr. Courtney by electing him by a majority of 4000 over his competitor, Francis B. Fisher. In the following year he was reelected by a vote of 5200.

Mr. Courtney is now the president of the Board of Trustees of the Widows' and Orphans' Fund of the late Volunteer Fire Department, a position which he has held for the past four years, being annually reelected, and one that is regarded as trustworthy and sacred, disbursing annually thousands of dollars to the pensioners of that old and honored organization.

In January, 1885, the Volunteer Firemen's Association was formed, and Judge Courtney was tendered the presidency. This

office he still retains, the association being in a flourishing condition and having a membership of 400.

Personally Mr. Courtney is a genial and courteous gentleman, and justly merits the high regard in which he is held by the community; and with a record untarnished and a public experience that he can refer to with pride, it is safe to assert that higher and greater honors are in store for this prominent, popular, and deserving gentleman.

PATRICK J. BRAY was born in 1842 in the Tenth Ward of Brooklyn, where he has lived all his life. His early education was obtained at Public School No. 6. While a youth he learned the mason trade, and soon became prominently identified with the building interests of his native city. Mr. Bray is at present an inspector in the Board of City Works, a position he has creditably filled for the past sixteen years. In 1862 he joined Empire Engine 19, and at once developed a peculiar aptitude for fire duty. In time he was selected to fill the position of assistant foreman, and two years later became foreman. While on the active roll no braver fireman could be found throughout the Department than Mr. Bray, whose deeds of valor were upon every tongue. He served continuously with Engine 19 until the disbandment of the Volunteer Department, when he received an honorable discharge. Mr. Bray is a man of ripe judgment and practical experience in all matters relating to the construction of the foundation of houses and in the laying of sewers. His knowledge in such matters has proved invaluable in many instances, and has saved the city considerable expense. Personally he is one of the most popular and genial of men, and is an excellent type of the self-made men of Brooklyn.

JUDGE FREDERICK S. MASSEY, ex-president of the Board of Works, etc.—Among the prominent residents of the city of Brooklyn is Frederick S. Massey, Esq., a gentleman who has taken an active part in the city government for many years, and who has ever borne his share of the burden of civic responsibilities in the manner best calculated, in his estimation, to faithfully carry out the wishes of the public at large, and to combine the greatest possible benefit with the most economical administration of the appropriations under his con-

trol. As a native of Brooklyn, growing up in the midst of the community which he was destined to subsequently serve so long and so faithfully, he early took a lively interest in public affairs, and was an active member of the Old Fire Department, having been for years a prominent member of Engine 14. While serving with the latter he was elected assistant foreman, and later foreman. He was always looked upon as a model fireman, and the company he commanded was considered one of the best in the Department. He remained an active member until 1869. Judge Massey rendered substantial aid in the organization of the paid Department, taking much trouble and time to place it on a practical working basis, being peculiarly well fitted for this task from his former intimate associations with the volunteer firemen. It was thus only proper that the position of president of the Department should be offered him, and since his incumbency of the office the efficiency and discipline of the Department have never been excelled. His faithful discharge of the onerous duties devolving upon him eventually led to his being appointed president of the Board of Works, to succeed General Slocum. No better selection could have been made. With indefatigable spirit and energy he set himself to the herculean task of purifying and remodeling this important department, and with the greatest success. His memorable fight against Commissioners Flaherty and Bennett for economy and honesty in contracts and in the handling of the public works, such as sewers, streets, etc., greatly impressed the citizens with his integrity and manliness. Limited space prevents my doing justice to Mr. Massey's eventful career, which forms part of the most interesting chapter of Brooklyn's municipal history. He is an esteemed and popular resident of the First Ward, and has always taken an active part in civic affairs. His services in promoting the interests of Brooklyn were so much appreciated, that at the decease of Justice Fisher he was appointed to the bench, in accordance with the new city charter, by Mayor Low, the comptroller, and city auditor, to fill the late Judge Fisher's unexpired term.

JOSEPH L. FIRM was born March 19, 1837, in Williamsburgh, N. Y. As a boy he manifested a predilection for printing, and much of his spare time, after school hours, was spent in the composing and press rooms of the Williamsburgh "Daily Gazette,"



where he acquired a good insight into many of the details of typography. His tastes being thus plainly manifested, he was placed as an apprentice in the press-room of Messrs. Harper & Brothers, where he acquired a thorough knowledge of that trade, as it then existed, under the immediate instruction of the well-known printer, William H. Ray.

In 1854 he joined Hose 3, of the Eastern District, in which company he served three years. He then became connected with Washington Engine 1, known by the sobriquet "Old White-box," and did active service with that company until 1862. He was constable of the Fourteenth Ward, Eastern District, until 1864, when he removed to New York, and there ran with the famous 53 Engine. One of young Firm's experiences in the employ of the Messrs. Harper was of a thrilling character. At the time of the fire which destroyed their old buildings on Franklin Square, Firm happened to be employed on the third floor, in the upper press-room, and before he was aware of the danger he found his escape by way of the stairs cut off by the flames. It was with difficulty that he succeeded in groping his way to a window on the Pearl Street side. Then he clambered out of a window, resting his feet on an ornamental projection only an inch or two in width, while he clung with his hands to the frame-work of the window until he was discovered and rescued. A moment after he had touched the ground, the wall to which he had clung fell inward. At the time of this fire Mr. Michael Crane was employed in the stereotype department, and succeeded in saving several lives.

In 1859 Mr. Firm was engaged by Mr. Frank Leslie, and his services have been all but continuous in this establishment during the twenty-six years that have since elapsed. He has not only organized a thoroughly effective working force in his department, but has devised a large number of useful improvements in the machines in his charge, as well as having invented at least two of the most remarkable presses now in use. The press which has brought Mr. Firm the most reputation and profit is known as Firm's Offset Press. In this machine one of the greatest defects of all previous presses for printing illustrated sheets is completely overcome, in that it does away with the necessity of putting in blank sheets between the impressions to take up the superfluous ink from the impression

cylinders. The use of these "set-off" sheets in the old style of presses very materially increased the cost of printing illustrated papers, because it involved, practically, the feeding and handling of twice as many sheets as were printed. In Mr. Firm's device the duty formerly done by the set-off sheets is done by a simple but ingenious system of rollers, and both time and labor are greatly economized. The machine is much simplified as well, since all the mechanism used to handle the set-off sheets is done away with. The press, therefore, occupies much less room on the floor than the old style, and it requires only one person to feed it. Indeed, the feeding itself may be done automatically if desired, by the employment of a web, or continuous roll of white paper. The device can also be readily attached to any form of cylinder press, and many of the old-style presses are now being fitted with this appliance.

Another remarkable invention is Firm's Double or Quadruple Newspaper Web Press, which has the capacity of striking off 120,000 copies size of the New York "Telegram," and 60,000 copies size of the "Herald" per hour. A company has been organized with a capital of \$250,000. The peculiarity of this press is that it has three type-cylinders and four impression cylinders, and prints with two webs or rolls of paper at once.

Mr. Firm is also the inventor of a new and interesting process for perfectly printing cuts on glass. The most delicate outlines of the cut will be transferred on glass with greater distinctness and beauty than if printed with the utmost care on the finest kind of paper.

Mr. Firm is at present the sole patentee of thirty different improvements in printing-presses. He is popularly regarded as an enterprising and public-spirited citizen of Jersey City, where he now resides, and in which city he is highly esteemed for his unimpeachable character and general worth.

WILLIAM A. FUREY, at present commissioner of jurors of Brooklyn, was born in the Fifth Ward of that city, December, 1834. At an early age he attended Public School No. 7 in York Street. He in time learned the carpenter trade, and, although quite young, joined Constitution Engine No. 7 in 1853. In 1859 he was elected assistant foreman, and was noted for his unflinching bravery at fires. He was also a general favorite, owing to his universal good-nature

and readiness to enter into any scheme to forward the interest or pleasure of his fire associates. For sixteen years he performed excellent service as a volunteer fireman, severing his connection with the Volunteer Department upon its disbandment.

In 1860 he was appointed a clerk in the Tax Office, and in 1864-65 represented the Fifth Ward in the Board of Supervisors. In 1869 he was a member of the Board of Assessors, and acted as president of that body for four years. He remained in the assessor's office until 1874, and in 1875 was appointed collector of taxes, which office he held until 1877, when, through a political deal, he was removed. In 1878 he was made commissioner of jurors, which position he now holds.

During his entire public service Mr. Furey has been noted for his probity of character and diligent performance of the various tasks assigned him. No more popular man at present exists in Brooklyn than he, while his agreeable manner and willingness to attend to the wants of those doing business at his office at once place the visitor at ease. He has at all times been prominently identified with the interests of the Democratic party, and has manfully battled for its principles. The splendid record he has thus far established would tend to further advance him in the estimation of the public, while his private character, being irreproachable, renders him one of the most estimable citizens of the Ninth Ward, in which he, with his family, at present resides.

WILLIAM HAGAN, the present foreman of Engine No. 7, was born in New York in 1835, and in 1840 removed to Williamsburgh. He apprenticed himself to the firm of Anthony Waters & Co., glass-makers, and in 1850 came to the Western District, where he resumed his trade as a glass-blower. In the latter year he joined Protector Engine 6, and performed able service as a fireman until the disbandment of the Volunteer Department. Upon the organization of the paid force he was appointed foreman, and assigned to the command of Engine No. 7. During his connection with the Fire Department, Captain Hagan has upon several occasions prominently distinguished himself for bravery and has been frequently injured in the discharge of his duty. He is a good fireman, a genial gentleman, and a true friend.

APPLEGATE BROTHERS were among the most prominent members of Engine Company No. 3, of Brooklyn. Daniel V. is known to nearly every resident of Brooklyn, and as the detailed officer in charge of the Park Theater, Brooklyn, has become very popular through his courteous ways and congenial habits. At the disastrous fire in 1848 he held the pipe of old 3 Engine. William, George, and Edward, his brothers, were also brave and industrious firemen of the Old Department. Lewis Applegate, father of the above gentlemen, was a prominent old fire laddie; and Mrs. Applegate is still living, having attained her ninetieth year. The Applegate brothers are genial gentlemen, upright in all their dealings, and are respected by all classes of citizens.

ROBERT MURRAY was born in Brooklyn nearly forty-six years ago. He is, perhaps, one of the best known men in that city. For a number of years he was prominently identified with the Old Volunteer Fire Department. Joining Hose 7 at an early age, he soon advanced to the position of assistant foreman, and later became foreman of that noted company. Mr. Murray was recognized as a daring fireman, and upon many occasions received the well-merited praise of his superiors and the public generally. Upon the dissolution of the volunteer force, he was honorably discharged.

He at one time held the responsible position of deputy collector in the Tax Office; but of late years he has been engaged in the hotel business.

He is at present the proprietor of a well-known hostelry at Coney Island, and the host of friends who daily visit him gives proof that "Bob's" popularity is by no means on the wane.

JOHN H. FARRELL was born in the Fifth Ward, Brooklyn, June 5, 1838. He acquired an education at the Cathedral School in Jay Street, and subsequently entered the undertaking business, in which he has since met with marked success. In August, 1858, he joined Union Engine 5, where he at once became prominent as an efficient and brave fireman. In 1860 he was chosen secretary, and for three years served as treasurer. His popularity meanwhile increasing, he was, in 1865, elected to the position of foreman, and at once established a splendid record as such. Upon the organization of the



paid force, he severed his connection with the Volunteer Department, although continuing to be interested in fire matters, more particularly the providing of suitable support for superannuated volunteer firemen. By strict attention to business and honorable dealing, he has succeeded in building up a flourishing business. His praises are continually on the tongues of the poorer classes for his many acts of kindness to them in their hour of need, while his quiet, gentlemanly deportment has secured him many warm personal friends in all circles of society. Socially he is of refined tastes, genial in his

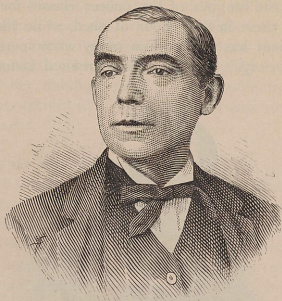


Seaman Lichtenstein.

disposition, and is a true friend to those worthy of being treated as such. He is at present residing in the Fourth Ward, where he enjoys the comfort his years of well-directed toil entitle him to.

PUTNAM ENGINE COMPANY No. 21 of Brooklyn, W. D., was organized Feb. 22, 1855, by the members of the then Putnam Continental Guard, F Company, Thirteenth Regiment, N. G. S. N. Y., and certain other citizens of the Eighth Ward. Its first location was at the corner of Third Avenue and Twenty-fifth Street, in a one-story frame shed, still standing, and now occupied as a coal office by ex-Alderman

Charles A. Willard. Prominent among its first members were William H. Chesley, foreman ; George Conklin, first assistant ; Samuel Cross, second assistant ; David S. Vail, treasurer ; Tunis C. Bergen, secretary ; George Alger, Joseph Hudson, William H. Van Riper, Willet



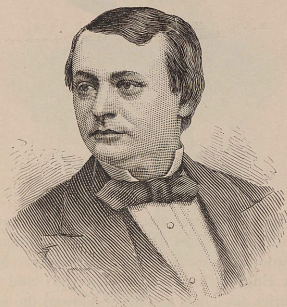
John Quigg.

Bowman, John J. Green, Jeremiah Peck, William P. Williams, Robert Wingham, Robert G. Bergen, Michael J. Bergen, George V. Thompson, Robert C. Bell, Rem. L. Brower, Geo. Kibbie, James Dillon, William T. Purkiss, William H. Pickett, Thomas Pittbladdo, Wm. A. Batcheller, Charles A. Brown, James Hornbuckle.

Among those who afterward joined the company, and who subsequently served during the late rebellion, were W. E. Meserole, George V. Thompson, Seventy-ninth Regiment (Highlanders) ; Jeremiah Peck, R. F. Mackellar, Forty-eighth Regiment ; John Pickett, Charles Hemingway, Thos. Farrell (accidentally killed after his term of service had expired and while returning home with his regiment, Sixth New York Cavalry) ; James Woodhead, Fourteenth Regiment ; George M. Martin, Fourteenth Regiment ; James H. and W. Lyons (died at Andersonville) ; Robert G. Bergen, Robert G. Smith, Robert More, Stephen Ady, U. S.

Navy; Winant H. Bennett, Ninetieth New York, also the Fifth New York Cavalry; Ebenezer West, Harry Price, Samuel G. Gifford, Wm. Ferris, George G. Bonington, John Brown, David G. Caywood, Morris Fitzgerald, Peter Ridgeway, Thomas Finnen. Others prominent in the company were John L. Spader, cashier of Central Bank of Brooklyn, and for two terms alderman of the Eighth Ward, and treasurer of 21 Engine from 1859 until its disbandment; John McIntyre, for two terms alderman of the Eighth Ward. Mr. McIntyre was foreman of 21 Engine from 1863 to 1864. He served in the capacity of representative and trustee, and was one of the inspectors of buildings from 1868 to 1869.

Henry A. Kent served one term as alderman of the Eighth Ward. He is now a stock-broker, and resides in South Brooklyn. James Boland served one term as alderman of the Eighth Ward, and is now retired. George Alger, president of the Franklin &



James Monaghan.

Emporium Life Insurance Company, was for a number of years representative and trustee of old 21. William H. Chesley was the first foreman of this company. Samuel Cross served as foreman of the company in 1857. John J. Green served as foreman of the company

in 1858. He was formerly foreman of Constitution No. 7, and one of the assistant engineers. Tunis C. Bergen was born in New Utrecht, and followed the trade of carpenter. He was at one time superintendent of the New York and Brooklyn Saw Mill Company,



Anthony Burke.

and was connected with the Lafayette Fire Insurance Company as surveyor. At the time of his death, a few years ago, he was president of the Brooklyn Fire Insurance Company. Mr. Bergen was foreman of 21 Engine during the years 1861 and 1862. He was noted for his strict discipline, and never allowed the members to ride on the engine or sleep in the engine-house.

William P. Williams served one term as foreman of the company, and afterward became a well-known police detective. He is now retired on a pension. Robert More was the seventh foreman of the company, and was born in Scotland. He came to this country while quite young, and joined the Brooklyn Fire Department.



He entered the U. S. Navy in 1862 and served on board the steamer *Vanderbilt*. He continued in the Department until its disbandment.

Joseph M. Woodhead was born in England, and came to this country when a child. He was considered one of the brightest scholars in Public School No. 10, and was very prominent in religious and political circles, as well as in all matters pertaining to the Fire Department. He held the position of deputy city clerk of Brooklyn, and was clerk of Justice Garret Bergen's court. He joined the Department in 1862, and served as foreman three months. He remained with the Department until its disbandment. He died in 1883. Peter Wilson was the ninth and last foreman of old 21 Engine.

ROBERT WINGHAM was born in Brighton, England, in 1833, and came to this country at the age of eleven years. He located in



John T. Holloway, Baltimore.

South Brooklyn, where he has resided ever since. Mr. Wingham was always an enthusiastic fireman, and began his career as a runner with old Atlantic Engine No. 13, when that engine lay in Bergen Street, near Court Street. Upon the organization of Putnam Engine

No. 21, in 1855, he enrolled as one of her members, and continued to do active duty until the inauguration of the paid Department in 1869. During his term of service he filled the positions of secretary, assistant foreman, and trustee. He still represents his company in the Board of Trustees of the Widows' and Orphans' Fund of the Western District. He always took a very active interest in the company's welfare. Mr. Wingham is at present, and has been for



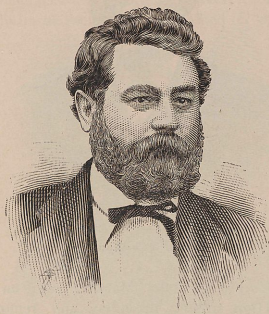
Chief J. J. Fanning.

nearly thirty years, engaged in the produce business in Washington Market, N. Y. He is a very prominent member of the lately organized Volunteer Firemen's Association of Brooklyn, Western District, and is extremely popular among a large and influential circle of friends.

PETER WILSON was born in New York, June 21, 1843. He attended Ward School No. 12 until 1859, when he entered the College of New York, at that time known as the Free Academy, where he remained for eighteen months. Upon leaving this institution he entered a shipping and commission house as clerk, where he remained

until 1883, when he connected himself with Ex-Alderman James Weir, Jr., the florist. Mr. Wilson took up his residence in Brooklyn in October, 1859, and in July, 1862, he joined Putnam Engine, with which he served until the disbandment of the Volunteer Department. He served two years as assistant foreman and two years as foreman of this company. He was regarded as an efficient fireman, a model citizen, and a companionable friend.

WINANT H. BENNETT was born, November 6, 1829, in the old Wyckoff Homestead, corner of Third and Hamilton avenues, Brooklyn, and was for some time teacher in Public School No. 10.

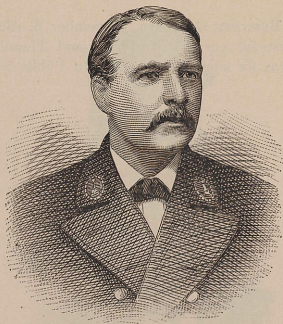


Wm. T. Haw.

He is a druggist of considerable repute, and is at present carrying on an extensive business in Van Brunt Street, South Brooklyn. He was appointed hospital steward in the 90th Regiment, Col. Joseph S. Morgan, and served with that command at Key West. He resigned and joined the 5th New York Cavalry and was captured at Gettysburg. After six months' incarceration in Rebel prisons he escaped and rejoined his regiment, with which he served until the

close of the war. He joined the Brooklyn Fire Department in 1858, and was elected secretary of Putnam Engine Company, serving one term. He then resigned and entered the army.

THEODORE MANEE served in Putnam Engine Company, as secretary, one term, and is now living in New Jersey.



Wm. W. Brown.

HARMANUS BENNETT was born, March 2, 1841, on N. W. corner of Fulton and High streets, Brooklyn, and removed to South Brooklyn when a child. He attended Public School No. 10 and the Polytechnic Institute. Mr. Bennett acted as assistant provost marshal of 4th Congressional District, New York, during the war, and subsequently engaged in the coal business. He is now engaged in the book-binding business at 14 Dey Street, New York. He joined the Brooklyn Fire Department, January, 1861, and served as representative, recording and financial secretary, until January, 1867. In Masonic circles Mr. Bennett is very well known, being himself a Master Mason, Royal Arch Mason, and Knight Templar. His life, yet in its full vigor, has been remarkable for its well-directed



efforts and success. Active in all private enterprises and eager to promote the public good, he has made integrity, probity, and morality the rule of his whole career.

JOHN F. TANDY was born in New York City, February 17, 1835, and came to South Brooklyn when quite young. After leaving school he studied law in the office of Charles T. Cromwell, a prominent lawyer in New York City, and was subsequently appointed to a clerkship in the American Exchange Bank, and afterward in the Metropolitan Bank. He is now, and has been for the past twenty years, employed in the Gold Department in the U. S. Sub-Treasury. Mr. Tandy joined Putnam Engine Company, July 2, 1862, and faithfully served as financial and recording secretary. He was always an active and enthusiastic fireman, and remained on the active roll until



James Finn, Warden of "Tombs," N. Y.

the disbandment of the Department. Mr. Tandy is Past Master of Crystal Wave Lodge and Treasurer of Constellation Chapter Royal Arch Masons.

A. V. W. TANDY was born, July 22, 1837, in New York, and came to Brooklyn when about four years of age, where he has lived

ever since. He was at one time a clerk in the American Exchange Bank, and also held a responsible position in the U. S. Sub-Treasury for eighteen years. He joined Putnam Engine Company on July 2, 1862, and was an active and enthusiastic fireman, and remained in active service until the disbandment of the company. He was at one time a representative from the company, and is now a trustee of the Exempt Volunteer Firemen's Association of the City of Brooklyn.



A. I. Brush.

Mr. Tandy is a gentleman of unquestionable ability and integrity, and enjoys not only the respect and consideration of the business world, but the esteem of a wide circle in the social walks of life.

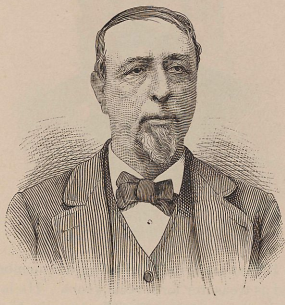
ROBERT W. FIELDING was for two terms the popular secretary of Putnam Engine. He is now in the wholesale paint business in Brooklyn.

GEORGE KETCHAM was also secretary of the company for two terms, and was for many years connected with the Fall River Line of Steamers. He is now the popular superintendent of the Iron Steamboat Company.

JAMES R. LEWIS, originally from Eureka Hose No. 14, served as secretary and representative of Putnam Engine. He is now on the staff of the "Journal of Commerce."

JOHN WILLIAMSON joined Putnam Engine Company in 1865, and served as secretary during 1868-69. He was always very active in the interests of the company, and has now in his possession an exact model of the ever-famous 21 Engine. Mr. Williamson is at present secretary of the Hamilton Fire Insurance Company.

ROBERT G. BERGEN was born in New Utrecht, Long Island, and was one of the original members of the company. Shortly after the breaking out of the war he enlisted in the U. S. Navy, and served on board the steamer *Vanderbilt*. He was assistant foreman of 21, and



W. S. Wright.

in May, 1867, was elected fire commissioner. Mr. Bergen was very popular in the Department, and in social circles had many warm friends.

WILLIAM M. BRASHIER joined the Fire Department in 1864, and was always regarded as a very liberal and brave member. He is at present the owner of extensive oil-cloth works, and resides in comfort and elegance on Schermerhorn Street, Brooklyn.

THE WARD BROTHERS (Thomas C., John S., Wm. A., and Robert G.) were very active and brave firemen, and could on all occasions be relied upon either for heroic work or liberal donations.

EDWARD HOLTON, an old New York fireman, was assistant foreman of Putnam during 1864-65. Mr. Holton now resides in San Francisco, blessed with wealth, health, and popularity.



Daniel Connor.

R. LEFERTS BROWER was one of the original members of this company, and served as treasurer for several years. He is now popularly and extensively known in the produce business in New York City.

JOSEPH EVANS joined the Department in 1856, and was several times assistant foreman of old Putnam. Mr. Evans is now, and has been for years past, a deputy sheriff of Brooklyn.

JAMES GRIFFIN came originally from 3 Engine, where he served twenty-one years. He joined 21 Engine in 1863, and was always regarded as an exceedingly active and popular fireman.



Among other prominent members of the company may be mentioned James and William B. Dillon, father and son; Thomas C. Combs, ex-captain Eighth Police Precinct; Joseph E. Hudson, at one time assistant foreman of 21; William H. Pickett, at one time foreman of Hook and Ladder Company No. 4; Washington Price, Fred. Scott, Martin Lampus, Zechariah Jaques, John and William Hall, Henry K. Batchelor, James A. Walsh, Thomas Cahill, Matthew Ryan, Philip Fluhr, Jefferson F. Wood, L. A. and Wm. Pike, John H. Burdell, at one time assistant foreman of Pacific Engine No. 14; Albert L. Janes, Minor A. Downs, Frank and William Attfield, John Van Vankren, Charles H. Van Segaran, August Von Berlein,



Alexander McDonald.

James M. Vanriper, Saunders A. Biggs, Isaac I. Armatage, George Updegrove, Harmon Thatford, Thomas J. and Benjamin Evans, Robert C. Webb, John S. Allen, George B. Tompkins, John, Thomas, and Adison Holmes, Wm. V. H. Hicks, Smith L. Riker, L. H. Schenck, Albert A. Davidson, Henry F. Stickevers, Michael Quinn, now foreman of Engine Company No. 1, paid Department; James Shannon, now a member of the paid Department; Robert Buchannan, John J.

Boyd, John F. and James Hinman, John S. Durkee, John V. Lott, James Dufour, Wm. Ferris, John Taylor, George Husner, Anthony Redig, George F. Mitchell, John W. Morrison, Henry Webber, Chas. A. Maw, George Stevenson, Timothy Nolan, formerly foreman of



Arnot Spence.

4 Truck, and afterward foreman of 1 Truck, paid Fire Department; W. W. Powall, James R. Finlay, John W. Fowler, Charles L. Martin, Seaman Stilwell, George Eager, Samuel T. Tillotson, Michael Ritzer, Charles A., John, Augustus, and Frank H. Brown, John W. Maclachlan, William Irvine, Charles G. Strang, Robert and William Jago, Thomas Mackay, Frederick Richroad, John T. Simmons, Joseph Seeley, Joseph Perkins, John T. Reeve, David Wilson, Joseph Chapman, Wm. Drew, S. P. Swaysland, Bennett Hendrickson, Wm. Baulch, G. Storey, Frank Irish, Charles H. Lawlor, Thomas Smith, James Spates, Asher Williams, Wm. Thomas, Charles Robedee, Thomas and Patrick Mulrane.

A SHORT HISTORY OF PUTNAM ENGINE NO. 21.—This famous company, from its organization in 1855 to 1860, occupied the old frame building on Third Avenue and Twenty-fifth Street. It subsequently removed to a two-story brick building on Fourth Avenue, near Nineteenth Street. The company, previous to the removal to new quarters, did duty with any old "tub" the city saw fit to furnish them with. Finally the authorities appropriated a small sum to purchase an engine for this company, but through the generosity of individual members, and such friends as the Brooklyn City Railroad, Samuel R. Engs, Wm. M. Brashir, Henry A. Kent, John L. Spader, and others, the company was able to procure a first-class crane-neck engine from Wm. Jeffers, of Pawtucket, R. I. One of the



Wm. F. Hayes.

stipulations in the purchase was that the engine must throw a solid stream over Laird's Fifth Ward Pole, better known as "Riley's Pole," situated on the corner of West Broadway and Franklin Street, New York City.

The engine arrived in New York on the Wednesday previous to Thanksgiving-day, in 1863, and was placed in the house of Engine Company No. 30. On Thursday (Thanksgiving) morning the company, numbering sixty-five men, under control of Mr. John McIntyre, foreman, and Edward Holton, assistant foreman, and headed by Robertson's band, and accompanied by Chief Engineer John Cunningham and Assistants Robert Barr, Wm. Taylor, Charles Wetherell, and David Simpson, marched to the famous trial place, and there tested the engine's capacity. The result was not only satisfactory but surprising, the engine throwing a solid stream twenty-five feet over the top of the pole, which was one hundred and ninety feet high. This surpassed the performance of any other engine, either hand or steam.

After the trial 21's boys returned to the house of 30 Engine, and partook of a sumptuous collation served by the members of the latter company. Putnam's laddies then proceeded with their engine to Brooklyn, and, after receiving a genuine ovation along the route, housed the apparatus safely in their new quarters on Fourth Avenue and Nineteenth Street.

On the same evening a large number of friends visited the house and inspected the new engine. This night will ever be remembered by Putnam's boys. On this occasion a handsome fire cap and silver trumpet were presented to Foreman McIntyre, and a silver trumpet to Assistant Foreman Holton. On the following Saturday evening Mr. M. M. Laird presented the company with an immense broom, bearing the following inscription: "Presented by M. M. Laird, of the Fifth Ward Museum Hotel, New York, for the tallest playing ever done at the Fifth Ward Pole." This broom is still in possession of the Putnam Social Club of Brooklyn.

In the latter part of July, 1864, Washington Engine No. 1, of Brooklyn, E. D., extended an invitation to Putnam Engine Company No. 21 to play at the former's new pole, which a short time previous had been erected in front of their house. The invitation was sent to many other engine companies, and among those who made the trial were Nos. 6 and 7 of Brooklyn, W. D., and Steam Engine No. 2 of New York City. The pole proper was one hundred and sixty-two feet high, to which was spliced on this occasion a supplementary



pole of forty feet, making the entire length two hundred and two feet. Steam Engine No. 2 forced its water five feet over the pole, while Putnam 21 threw a stream fourteen feet and nine inches over the same. The enthusiasm of those who witnessed this wonderful feat was unbounded; but more especially was this the case when 21 threw two streams of two hundred and twenty feet over the pole, and as these streams met at the top they formed an arch, which was quite discernible until the waters broke and fell in glistening drops upon the brown flag and rooster attached to old "Rooster One" of Williamsburgh, and which were highly prized by this company. By the conditions of the contest Putnam Engine carried home these emblems, and the Putnam Club has them still in its possession.

Many challenges were afterward sent by 2 Engine of New York to Putnam 21, and bets ranging from \$500 to \$1000 were offered by the New Yorkers, but as 21's boys insisted that the contest should take place at the pole where they gained their memorable victory, and not in New York City or Newark, and the terms were not accepted by 2 Engine, the matter was finally dropped.

Subsequently a trial with home engines was had at the corner of Raymond and Willoughby streets, which resulted as follows: No. 7, steamer, two hundred and ten feet; No. 9, two hundred and ten feet; No. 14, two hundred and three feet; No. 17, one hundred and ninety-eight feet. In playing off, Nos. 7 and 9 being a tie, No. 7 threw two hundred and forty feet. Old Putnam then took her position, and amid deafening cheers sent a stream two hundred and forty-seven feet high.

This company was chiefly composed of merchants and clerks, and each and every one took a personal interest in the company's welfare. At one time there was some internal trouble, but eventually everything became harmonious. On account of a misunderstanding with one of the assistant engineers, the company voluntarily disbanded just before the disbandment of the Old Volunteer Department. The engine formerly used by this company is now in active service somewhere in the State of Maine, and the statement is vouched for that at all tournaments she is debarred from entering on account of her great superiority.

JAMES A. MONAGHAN was born in the old Fourteenth Ward of New York, on April 1, 1837. He joined Marion Engine No. 9 on April 1, 1858, and served with distinction until the disbandment of the Old Volunteer Department. He early evinced a strong liking for politics, and soon rose to prominence in that calling. Popular, honest, and energetic, he took the lead in his native ward, and in 1867 was elected a member of the Board of Councilmen. Upon the organization of that board he was chosen president. In 1868 he was elected alderman, and when the board was organized Mr. Monaghan was unanimously elected its president. During his years of service in the city government he won for himself the reputation of an honest and industrious official, and in his social relations he was and is to-day exceptionally popular. He still resides in his native ward, and has for years successfully carried on the business of manufacturing blank books. As a member of the Exempt Firemen's Association he is well and popularly known. Mr. Monaghan is greatly respected by the community for his extreme rectitude and unswerving probity, and enjoys the confidence and esteem of all with whom he has dealings, and is regarded as a most influential citizen and merchant.

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WILLIAM STOCKWELL, Chief Engineer of the Fire Department of Nashville, Tennessee, was born in Malton, Yorkshire, England, in 1815. When a child he came with his parents to this country, and took up his residence in Baltimore, Md.

In 1846 he removed to Nashville, having thoroughly learned the bricklaying and plastering business. Before reaching man's estate he imbibed a love for "running with the machine." In 1869 Mr. Stockwell was urged by prominent citizens and the various insurance companies to take control of the Fire Department. He has held the office ever since, and in all probability will continue to do so as long as he is able to respond to an alarm. Chief Stockwell is well known throughout the Fire Service of the United States as one of the most genial of men, a thoroughly good fireman, and a gentleman of profuse hospitality. He is the president of the National Association of Chief Engineers, and has on different occasions contributed some valuable and interesting facts on the Fire Service of this

country. In 1880 Chief Stockwell was chairman of the Nashville Centennial Exposition, which was the finest exhibition of the kind ever witnessed in the South. He holds a warm place in the hearts of the people of the capital city of Tennessee. His services to the public, not only in the Fire Department, but in the other walks of life, are highly appreciated, not only at home, but all over the country.







## APPENDIX.





## APPENDIX.

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### THE OFFICERS OF THE NEW YORK FIRE DEPARTMENT

AT ITS DISBANDMENT IN 1865 WERE AS FOLLOWS:

- JOHN R. PLATT, *President*, 79 Murray Street; house, 97 West Twenty-second Street.  
SYLVANUS J. MACY, *Vice-President*, 189 Front Street; house, 62 East Seventeenth Street.  
SAMUEL CONOVER, *Secretary*, 27 and 29 Pine Street, Fourth National Bank; house, 292 West Houston Street.  
JOHN S. GILES, *Treasurer*, 174 Canal Street; house, 181 Tenth Street.  
DAVID THEALL, *Collector*, 130 East Fifty-first Street.
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### BOARD OF TRUSTEES.

- JONAS N. PHILLIPS, *President*, 16 Wall Street, Astor Fire Insurance Company; house, 36 West Twelfth Street.  
GEORGE F. NESBITT, *Secretary*, 167 and 169 Pearl Street; house, 79 Lexington Avenue.
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### COMMITTEE ON DONATIONS.

- JAMES Y. WATKINS, 16 Catharine Street; house, 28 Henry Street.  
A. F. OCKERSHAUSEN, 21 Rose Street; house, 11 West Twenty-ninth Street.  
PETER MASTERSON, Fifty-fourth Street and Broadway; house, Fifty-eighth Street, near Broadway.  
CHARLES O'CONNOR, house, 66 Elm Street.  
FREDERICK A. RIDABOCK, house, 91 West Thirteenth Street.  
WILSON SMALL, house, 266 Henry Street.  
WILLIAM HITCHMAN, 12 City Hall; house, 122 East Eighty-sixth Street.

*Committee on Schools.*

PETER MASTERSON, CHARLES O'CONNOR, WILLIAM HITCHMAN.

*Executive Committee.*

WILSON SMALL, JAMES Y. WATKINS, FREDERICK A. RIDABOCK,  
CHARLES O'CONNOR, WILLIAM HITCHMAN.

*Committee on Finance.*

A. F. OCKERSHAUSEN, JAMES Y. WATKINS, FREDERICK A. RIDABOCK.

*Committee on Fuel.*

FREDERICK A. RIDABOCK, A. F. OCKERSHAUSEN, CHARLES O'CONNOR.

*Special Committee on Benefits, etc.*

JAMES Y. WATKINS, FREDERICK A. RIDABOCK, WILSON SMALL.

*BOARD OF FIRE COMMISSIONERS.*

JOHN J. GORMAN, *President*, 617 Hudson Street; residence, 52 Ninth Avenue.  
THOMAS LAWRENCE, 12 Greenwich Avenue; residence, 182 Waverley Place.  
EDWARD BONNOLL, 197 Chrystie Street; residence, 298 Bowery.  
WILLIAM M. TWEED, 237 Broadway; residence, 197 Henry Street.  
THOMAS FLENDER, 12 City Hall; residence, 201 West Fiftieth Street.  
CHARLES KNAPP, *Clerk*; residence, 43 Seventh Avenue.  
HENRY WILSON, *Clerk*, 31 Sixth Avenue.

*BOARD OF COMMISSIONERS OF APPEALS.*

JOHN GILLELAN, *President*, 42 Wall Street; residence, One Hundred and Seventeenth Street, Harlem.  
WILLIAM HAW, JR., residence, 174 East Twenty-seventh Street.  
JOHN CARLAND, residence, 129 East Thirty-first Street.  
RALPH TREMBLY, 59 Broadway; residence, 88 West Thirty-second Street.  
JAMES BAREMORE, 58 Nassau Street.  
HENRY W. LEE, *Clerk*; residence, 4 Albion Place, Fourth Street.

The chief engineer of the Volunteer Fire Department at the time of its disbandment was JOHN DECKER. His clerks were: ALEXANDER B. DAVIDSON, now sheriff of the county of New York, EDWARD B. HEATH, and FRANCIS MAHEDY, the latter chief of the Fourth Battalion of the present Fire Department.

The assistant engineers were as follows: ELISHA KINGSLAND, TIMOTHY L. WEST, WILLIAM LAMB, JOSEPH L. PERLEY, ELI BATES, JAMES LONG, BERNARD KENNEY, BARTLEY DONOHUE, THOMAS DUFFY, JOHN HAMILL, MICHAEL SHAUNESSEY, ALEXANDER V. DAVIDSON, THOMAS SULLIVAN, PETER WEIR, GILBERT J. ORR, THOMAS CLEARY, MICHAEL HALLORAN, ABRAM HORN, GEORGE H. E. LYNCH.



Upon the disbandment of the Volunteer Fire Department in 1865, the engines, hose-carriages, and hook and ladder companies, with the names of the members, the officers, and the location of each company, were as follows. Upward of fifty of these old laddies, as members of the Volunteer Firemen's Association of New York City, have since died :

#### HUDSON ENGINE COMPANY, No. 1.

*Stationed at No. 304 West Forty-seventh Street, between Eighth and Ninth avenues.*

Chas. Feitner, foreman ; Crittenden Ayres, assistant foreman ; John H. Buel, secretary ; Julius Beck, Wm. J. Adams, George Wolfart, James Donnolly, Charles Scarlett, John Mann, Mathew Lynch, Bernard McCarroll, John Hanlon, James Henry, Adrean Feitner, Geo. K. Scarlett, Henry Boucsein, Geo. S. Byrne, Chris. J. Clark, Henry Connolly, Jacob Blimm, Patrick Clark, Reuben D. Hall, John Erskin, Geo. Boucsein, John Gleason, Frank Morgan, Richard Hamblin, Alfred West, Thomas McBride, Samuel Reed, Henry Tanfield, Chas. Dickinson, Robert Galbreath, Isaac Dickinson, John Orr, Wm. Keeler, George W. Adams, James McCoy, Aaron Woodruff, Geo. W. Gordon, Philip Newman, Bernard Martin, George Warner, Joneth Thrany ; John Hanlon and James McVey, representatives.

#### EXCELSIOR ENGINE COMPANY, No. 2.

*Stationed at No. 55 East Broadway.*

Robert A. Jones, foreman ; Patrick H. Stewart, assistant ; Timothy J. Bergen, secretary ; William A. Smith, Thomas Healy, Malacha J. Touey, John Conway, Patrick Wall, Terence J. Tracy, Thomas Loftus, George Corbett, John G. Burke, Barth. J. Desmond, John J. Murphy, David O'Grady, Gerald Tyrrell, Patrick Lynch, Henry Clarke, William J. Cleere, Thomas F. Devlin, Eugene Hollywood, J. Markey, Francis P. Donovan, Peter Moore, William L. Price, Henry Ehlert, John Meehan, William Clarke, John Naelan, John J. Burke, Robert Gardiner, Michael Mulligan, Andrew Launan, Jurgen H. Breede, Henry Hartye, Bryan Rielly, Patrick McAleir ; Dennis Dunn and John J. Harris, representatives.

#### FORREST ENGINE COMPANY, No. 3.

*Stationed at No. 211 West Eleventh Street.*

William Donnelly, foreman ; William Swar, assistant ; Thomas P. Carlin, secretary ; John McGuire, George H. Ramsey, James Coey, Thomas McLarnan, Maurice Sullivan, Jeremiah Heffernan, Christopher Capper, Philip Emuel, James L. Maloy, William Quigg, Michael Ring, Michael Heffernan, Joseph R. Jackson, James Fagan, James Flynn, Bernard McArdle, George McKinley, Frederick Sasse, Michael Goss, James Meley, Joseph Green, Richard Sullivan, Patrick Partlin, John Monks, John McNally, John Byrne, Edward McCann, Michael Kelly, John Markey, Michael McDonough, William Watkinson, Michael Wynne, John O'Keefe, Patrick Costello, Edward Burns, John Jackson, John L. Navin, Timothy Maddin, John McAuliff, Patrick Connor, James Moran ; Thomas McLarnan and Maurice Sullivan, representatives.

## NIAGARA ENGINE COMPANY, No. 4.

*Stationed at No. 220 Mercer Street.*

Thomas Leavy, foreman; William Mitchell, assistant; Cornelius Becannon, secretary; John J. McCabe, assistant; James Rogers, James Gilmartin, Edward J. Hogan, Thomas McCrossen, Patrick J. McPharlon, Thomas O'Brien, James Moran, Henry J. Dillon, Robert A. Fleming, Patrick F. Brady, John J. Barrett, John M. Lein, Christopher Iles, John Hampson, Moses McBrien, James Fogerty, Edwin F. Orr, Robert Stevenson, William Condon, Thomas W. Kennedy, Patrick W. Hennessy, Edward W. Walsh, Joseph F. Gillon, James Lynch, Edwin Odell, Patrick J. McCabe, John Kirby, Michael Cleary, Thomas Gibney, Frank W. Robb; Hugh Kittson and James Gilmartin, representatives.

## PROTECTION ENGINE COMPANY, No. 5.

*Stationed at No. 61 Ann Street.*

Thomas Macauley, foreman; Joseph A. Lewis, assistant; Joseph F. Sartor, secretary; Thomas T. Campbell, Martin Guthrie, John Deardon, John M. Stokes, James Harkins, Maurice D. O'Connell, William H. Moloney, Hamilton Jones, William H. Lyons, Arthur F. Carmody, John Steene, John Tiernan, Frederick Fisher, Charles Miller, Thomas Conboy, Albert C. Williams, Patrick Corrigan, John Schinagle, Frederick Minck, Robert L. Jones, Patrick H. Downey, William Matthews, Stephen P. Sullivan, John A. Johnston, Lorenzo Haggerty, Henry Arbor, Lewis Norton, Eugene Ferris, Richard Wilson, William McAnneny, Henry Hempstead, Augustus Spence, Charles Bremen, Joseph Smith, John J. Moloney, Anthony J. Oliver, David Conner, Thomas Leavy; Arthur F. Carmody and John J. Moloney, representatives.

## AMERICUS ENGINE COMPANY, No. 6.

*Stationed at No. 269 Henry Street.*

Anthony Burke, foreman; John Sigerson, assistant; John J. Regan, secretary; Wm. Calahan, Jacob F. Valentine, Thomas Sweeney, John Whalen, Eugene McDonald, James Gilroy, John McElroy, Wm. Clark, Patrick McCabe, John Moran, David Armstrong, Lewis Tracey, George Sevens, John Coles, John Tobin, Michael Lynch, John Doyle, Michael Burke, Wm. Van Winkle, George Fossett, James Riely, Matthew Finegan, Jackson Irving, Michael Welton, Patrick Murray, John Green, Archibald McNaughton, Michael Quinn, Edward Peirce, Michael Berry, James Keefe, Thomas Clerken, Edward Moroney, Edward Brennan, Thomas Kelly, Dean Peirce, Robert Leslei, William Davis, Charles Oram, James McKinney, James Corrigan, Edward Roach, Michael Higgins; Jacob F. Valentine and John Coles, representatives.

## LEXINGTON ENGINE COMPANY, No. 7.

*Stationed at No. 109 East Twenty-fifth Street.*

Hans J. Gladney, foreman; L. W. Armstrong, assistant; Thomas Ryan, secretary; William H. Carroll, Charles H. Doremus, Michael V. Caffrey, John Geery, William F. Wilson, William W. Rhodes, Jacob Lowns, William J. Keys, Nelson T. Wilson, William

E. Sanbeg, John F. Croker, John N. Burns, Thomas Gillett, John B. Brewer, Albert A. Wilson, John Hennessey, Jacob Lay, Samuel Davis, Terrence P. Brennan, James L. Snyder, Ralph Hindley, Peter Cain, Patrick Murray, Alvin W. Gordon, William F. Baker, James T. Conolly, John Barr, Jacob Morlath, Thomas H. Rogers, William E. Arnold, John D. Lobb, John O. Roberts, Patrick McDevitt, William O'Brien, John Fleishman; Michael V. Caffrey and John Geery, representatives.

#### MANHATTAN ENGINE COMPANY, No. 8.

*Stationed at No. 91 Ludlow Street.*

Geo. T. Patterson, foreman; George W. Hyer, assistant; Lewis H. Umber, secretary; William P. Allen, John C. Hooper, Robert R. Breeze, William H. Walcott, William H. Redman, James M. Crolius, William H. Scofield, Richard Cullen, Joseph Mailinger, George Laing, Alfred J. Hunt, William Bishop, Timothy Kennedy, John Ahrens, William H. Tuley, Benjamin Hubbs, Thomas O'Brien, James Hewitt, George Birkett, Charles H. Kurst, Jacob M. Badger, Benjamin Roland, David Schaffer, John B. Kurst, William B. Freligh, William Kiernan, Samuel Vogel, Henry A. Badger, William Bocekel, John Hamilton, Nash M. Lane, Thomas McKinley, Edward Hoyt, Charles Freligh, James Hamilton, James P. Devoy, James E. Phillips, William Miller, Robert D. Douglass and John Hamilton, representatives.

#### MARION ENGINE COMPANY, No. 9.

*Stationed at No. 47 Marion Street.*

James Hayes, foreman; James Conloe, assistant; James A. Early, secretary; Matthew J. Perkinson, Thomas Hanlon, David Dugan, Michael Daly, John J. Gilchrist, John Cavanagh, John O'Brien, John W. Early, James A. Keane, James A. Moneghan, Edward Keirnan, James A. Campbell, John Higgins, George Wilson, Thomas Kelly, John Byrne, Thomas Newman, James Daly, James Hogan, Thomas Norton, Patrick McCudden, Patrick H. Coughlin, Thomas Kelly, Thomas Bray, Harmon Stellges, Patrick Skelly, Patrick Reed, Samuel Williamson, Henry Stein, William Foley, John Perkinson, Charles Mahony, Edward Johnson, Thomas Feely, John McManus, Thomas Fitzsimmons, William Livingston, James Denin, Walter Rogers, James McCudden, John Mahon, Edward Kiernan, Michael Cassidy, James Finnegan, John Wheeler, Harmon Webber, Patrick Lee; James Hayes and Thomas Hanlon, representatives.

#### WATER WITCH ENGINE COMPANY, No. 10.

*Stationed at Eighty-second Street and Fourth Avenue.*

William Banham, Jr., foreman; Frederick Landmann, Jr., assistant; John F. McClymont, secretary; William Hay, William J. Kelly, R. M. Hills, James Bridge, Jr., William Frost, Jos. Lariolette, William L. Meeks, William M. White, David Updyke, George Jarvis, Charles Doughty, George W. Thomas, John Bechamps, H. L. Williams, Louis Anderson, Philipp Ramee, Patrick Delahon, John H. Boswell, Albert Cox, W. H. Marsh, Nicholas Geiger, Frank Kempp, Samuel Hunt, William Baldwin, John R.

Vail, William Quinn, John B. Dinman, Benjamin A. Fuller, Andrew Morrow, William Kemp, Peter Wooley, George Baker, H. L. Dexter; Nicholas Geiger and Andrew Morrow, representatives.

#### OCEANUS ENGINE COMPANY, NO. 11.

*Stationed at No. 99 Wooster Street.*

Chris. Johnson, foreman; George F. Rice, assistant; Thomas Goulard, secretary; William H. Horn, John H. Jacobus, Theodore C. Allen, John R. Day, Abraham B. Purdy, Henry Tordoff, Robert Pollock, Cornelius Bloodgood, William C. Allen, Jacob Regus, Frederick Schwartz, David Popperworth, James Hayes, Thomas S. Terrel, William E. Wemmel, Christian Ranchlear, Patrick Gough, Peter Foulard, Frederick Wemmel, James McCafferty, John Leahey; John H. Jacobus and Theodore C. Allen, representatives.

#### KNICKERBOCKER ENGINE COMPANY, NO. 12.

*Stationed at No. 112 East Thirty-third Street.*

Dennis Leary, foreman; John A. Biglin, assistant; Patrick H. Pickitt, secretary; James H. Biglin, Michael Daly, Cornelius McNally, Andrew Campbell, Peter F. Murphy, Bernard O'Neill, James O'Brien, Edward Gorman, James Lacost, Lawrence Delmour, John Corr, James Spencer, Lawrence Collins, John McManus, Thomas Quinn, John Welsh, John Sullivan, Nicholas Smith, Patrick Grinnon, John H. Johnston, Thomas Cooley, James Gorrey, Albert Start, Patrick Farrall, John McDevitt, Thomas Barratt, James Kiernan, John Gallagher, Peter Abbott, Bernard McKenna, Richard Coffey, Patrick Henvey, Peter Eagan, William Ford, Lawrence Riley, William Kerrigan, Matthew Barry, Thomas Higgins, Albert Stone, Patrick Lynch, Washington Ryer, Joseph Ryder, John Real, Matthew McManus, Henry Montgomery; Cornelius McNally and Andrew Campbell, representatives.

#### EAGLE ENGINE COMPANY, NO. 13.

*Stationed at No. 261 William Street.*

Thomas Coman, foreman; Patrick Keane, assistant; Samuel C. Ellison, secretary; John Dwyer, A. J. Fullerton, John Scanlon, Joseph Williams, Joseph Shaw, John Buckley, John Whaler, Timothy Shea, James O'Neill, Daniel Scully, James Tighe, James Dunphy, Michael Haley, Jules Mallay, John Healey, Timothy Hogan, Jeremiah Meany, John Brennan, William Keane, John Burke, William Hayes, Daniel Farren, Jeremiah Deady, Rodger Moran, John O'Connell, Thomas Maher (No. 1), Joseph Cronan, Thomas Maher (No. 2), William Dunnigan, John Findley; Daniel Scully and James Dunphy, representatives.

#### COLUMBIAN ENGINE COMPANY, NO. 14.

*This Company was located at St. Paul's Church-yard, Vesey Street. During the last two years of the Department it was out of service by reason of having no location.*

James W. Packer, foreman; Andrew D. Purtell, assistant; Cornelius A. Wilson, secretary; Robert Rogers, John M. Costa, Charles A. Gray, James McCluskey, Edward



B. Heath, Henry Vandyne, John Mathews, Simon Stiner, William E. Smith, James E. Baker, Benjamin Hobday, Lawrence Murley, G. J. Vondersmith, John Nichols, Reuben C. Woodruff, Michael Finn, James H. Monroe, James Callen, Orpheus A. Goward, James E. Woodruff, Washington Valentine, David N. Board, Ernest Weber, Michael C. Deitter, Philip Mondorf, Hugh Coffee, J. Hamilton, John Bence, Philip Snedikor, Joseph P. Campbell, Joseph H. Derry, Peter A. Tilyou, John C. Bates, George Reed, John J. Taylor, George Eager, Christian Ohlandt, Thomas McDonald, John J. Finn, Emil Rath, M. McCann, Joseph Stiner, Edward Dominge, James E. Nolan, George Mess, George J. Greer; Robert Rogers and John M. Costa, representatives.

#### HIBERNIA ENGINE COMPANY, No. 15.

*Stationed at No. 432 West Thirty-sixth Street.*

Christopher Bathe, foreman; Robert Love, assistant; Francis H. Coyle, secretary; Philip Riley, Peter Bathe, Peter Extine, William H. Cabre, Patrick Flynn, Thomas McCabe, Henry Eager, James Leavy, William Thornton, John McCormack, Hugh Mooney, Patrick Whalen, Ithimer Jenner, Michael Gillespie, Andrew Burnette, Martin Buckley, Thomas Treganning, John McAuliff, John Goodwin, William H. Love, James Hurson, James Monohan, John Kerrigan, James Thornton, Thomas Philips, James Rogers, Philip Extine, Hugh Mullen, Michael Glennon, William McClusky, Thomas Pyne, Thomas Buckly, Michael McLoughlin, Mathew Kavanah, Michael Brady, Henry Keese; William Simpson and Hugh Mooney, representatives.

#### MOHAWK ENGINE COMPANY, No. 16.

*Stationed at No. 7 North Moore Street.*

Walter J. Young, Jr., foreman; James Miller, assistant; Eugene Evans, secretary; Frank George, James W. Downing, Thaddeus W. Scott, John Riley, Peter Banta, James Dignon, Elias Striker, John H. Striker, Nelson Cash, Thomas McArdle, Benjamin F. Evans, Peter Simons, Joseph Hirshman, Dexter B. Bailey, Charles Tucker, Bernard Kiernan, Jacob Renner, Jeremiah Higgins, John P. Shay, Michael Donohue, John Dohn, Herman Renner, Patrick Riley, Patrick O'Brien, John McDermott, Jerry Wade; John P. Shay and Peter Banta, representatives.

#### EAST RIVER ENGINE COMPANY, No. 17.

*Stationed at No. 7 Goerck Street.*

Chris. H. Reynolds, foreman; Wm. T. Baines, assistant; John E. Musselman, secretary; Michael King, Stewart Carson, Thos. Henry, Thos. H. Watson, Albert Shick, John Gunson, Thos. McCarthy, Theo. Bloom, Henry Rhider, Patrick Scanlon, John Lee, Isaac S. Baker, Dan. Harmony, Thos. Whoolley, Patrick Casey, Michael Hager, John J. Batey, Geo. Boyle, Wm. Carroll, Peter Antony, Thos. Mitchell, James McCormac, Mat. Antony, John Powell, Ferdinand Silleck, Robert Wilson, James Benson, Henry Freeman, Isaac Legg, Wm. R. Leitch, George Reynolds, Israel J. Merritt; Thos. Henry and John Gunson, representatives.

## UNION ENGINE COMPANY, No. 18.

*Stationed at No. 78 West Fortieth Street.*

John A. Eaton, foreman; Bernard Sweeney, assistant; William Maguire, secretary; Thomas Cleverly, Ashbell F. Baldwin, Jeremiah Moran, John Lewis, Francis Zwahlen, Charles Walls, Joseph F. Maltman, Patrick Carney, James O'Brien, James Devine, Hugh McGuire, James Reilley, Patrick Gleason, James O'Keefe, John J. Eagan, Thomas Lynch, Charles Miller, Joseph Gorman, Michael Kerrigan, Lawrence A. Curry, John J. Neary; Jeremiah Moran and Nelson D. Thayer, representatives.

## LAFAYETTE ENGINE COMPANY, No. 19.

*Stationed at No. 199 Chrystie Street.*

Jas. G. Brinkman, foreman; William M. Tooker, assistant; Isaac S. Cheshire, secretary; Warren Bliss, John A. Raser, William Fisher, Frederick Kassel, Adam Huber, Francis M. Wilkins, John H. Bertholf, James A. Van Benschoten, Charles Woore, Richard W. Frost, Francis J. Schaffer, John B. Wilt, Adam German, Harmon Wolf, Mulford D. Dennis, Charles L. Davis, James H. Flood, Henry Stemmerman, Edward J. Kehoe, Albert R. Smith, Thomas F. Kerrigan, Diederick G. Gale, Charles H. Cheshire, John G. Williams, George Smith, Jr., William E. Goodridge, Morris Flynn, Robert A. Dillon, John O'Brien, Thomas Farless, Michael Ambrose, Aaron Burnett, John Harrington, Henry Heinlein, Michael German, Samuel A. Pritchard; J. B. Wilt and D. G. Gale, representatives.

## WASHINGTON ENGINE COMPANY, No. 20.

*Stationed at No. 100 Cedar Street.*

J. Kennefick, foreman; James Whalen, assistant; Michael Meehan, secretary; Cornelius O'Donnell, Thomas Cleary, Thomas Curley, Lawrence McMahon, John Higgins, John Connor, William Redmond, Peter Smith, James V. McManus, Thomas Mullen, Edward Stedman, Peter Cassidy, Timothy Flynn, John Mulvihill, Theodore Daiken, Michael J. Hickey, George Jacobs, John McMahon, Thomas J. Holahan, Patrick Horen, James O'Donnell, John Regan, John Callahan, Richard Driscoll, Robert Megarr, John Neligan, H. Borneman, Dennis Doyle, Daniel Kennedy, James Hesson, John Hennessey, Joseph Wilkinson, James Reddy, John Kelly, James Gillen, John Griffin, Lawrence Cleary, Patrick Lyons, Thomas Burke, Patrick Moore, William Walsh, John Crowley, Edward Keely, James Barry, Thomas Daiken, Patrick Creadon, Robert Hannon; Peter Smith and Thomas Cleary, representatives.

## FULTON ENGINE COMPANY, No. 21.

*Stationed at No. 116 Leonard Street.*

Patrick Gavagan, foreman; Michael Buckley, assistant; Owen A. Carroll, secretary; Christopher B. Lumun, Thomas Haley, Bryan Gaughan, James J. Weir, Michael Conlon, Mortimer Sullivan, John O. Connor, John Banks, John Casey, Patrick Dunn, Jacob Blackwell, James Banks, James Magann, Roger Finnegan, James Downey, John

Foreman, William Downey, Daniel McCullough, James Grant, Daniel M. Cunnion, Homer Bonnell, James O'Donnell, Michael Curry, John Mullane, William O'Connor, William Firm, James Meehan, Edward Coppers, John Gillmartin, Charles Kraemer, Daniel Mullane, Bernard Curry, Bryan Gilligan, William Burke, James Loftus, James Leonard, William Morris, James Madden, Edmond Bellman, James Dougherty, John McGowan, William T. Casey, Martin Haley, John Bresnan, Anthony Gaughan; Christopher B. Luman and Bryan Gaughan, representatives.

#### PROTECTOR ENGINE COMPANY, No. 22.

*Stationed at the corner of Chambers and Centre streets.*

Joseph Poynton, foreman; Hugh Freil, assistant; Gilbert A. Cutler, secretary; Samuel Varick, Jeremiah Coughlin, Edward Hogan, Thomas Cody, Henry P. Verstelt, Charles McManus, Richard Neville, George Lauderbeck, Michael McCormick, William F. Hayes, Robert Reeder, John Quinn, John White, John Nolan, William Lanigan, William White, Thomas Powers, Jeremiah Hitchcock, Edward Ryan, John Convy, Michael McQuinn, Michael Sullivan, John Herbert, William F. Kelly, John Nolan, William Carey, Patrick Horrigan, Edward Harvey, Daniel McGrath, Patrick Lawlor; Caleb Sears and Henry P. Versfelt, representatives.

#### UNITED STATES ENGINE COMPANY, No. 23.

*Stationed at No. 186 East Fourteenth Street.*

Wm. H. Pierpont, foreman; Morris Shannon, assistant; Francis McGough, secretary; John Corley, James Duffy, John J. Brown, David B. Waters, James Butler, Joseph Monaghan, William H. Farrell, William Cahill, William Kimmey, Samuel Wilson, James Collins, Thomas Norris, Christopher Kenney, Patrick C. Casey, James Shannon, Patrick McKeiver, William Hamilton, John McGronan, James Burnett, James Devine, Peter Howley, William J. Daniels, Patrick Brady, James McKeiver, James O'Connor, James Flood, John Anker, John J. Kehoe, Philip Sheridan, John Kenney, John Hern, William McKeiver, Martin B. Brown, Edward P. Durham, Hugh F. Kelly, Michael J. Stapleton, Patrick Byrnes, Alonzo A. Smith, Thomas Freeman, Thomas Coffee, Charles H. Reilly, Patrick J. Hanbury; John J. Brown and David B. Waters, representatives.

#### JACKSON ENGINE COMPANY, No. 24.

*Stationed at No. 279 West Seventeenth Street.*

John J. Loughery, foreman; John S. Shaw, assistant; William O'Roark, secretary; John R. Dall, George Henderson, James A. Jones, John McClurg, Asa J. Henderson, Augustus Peach, Thomas C. Loughery, Jacob J. Hopper, William H. Jones, Reuben Beck, Daniel H. Goodwin, Albert F. Louis, Thomas Logan, David W. Jones, Robert Scott, Theodore E. Fulton, James D. West, Patrick H. Conway, William Campbell, Joseph Burns, Samuel Briggs, Stephen R. Knapp, Owen O'Roark, Robert Cook, Hugh McSorley, Thomas Fox, Archibald Donley, John Bohner, John Moore, John McKinley, Timothy Keegan, Alexander Ritchie, Felix F. Fagan; William M. Mitchell and John A. Corrie, representatives.

## CATARACT ENGINE COMPANY, No. 25.

*Stationed at No. 1146 Broadway.*

Richard Flanigan, foreman; Michael Riley, assistant; John Farrell, secretary, Thomas Lynch, Thomas Cockerill, Matthew Ahmutty, Philip Hawkins, James Twaddle, John Hawkins, James Youngman, Thomas Degnan, William Burrows, Patrick Hughes, John Fuge, Oliver Hawkins, Patrick Bulger, James J. Cox, James Degnan, William Taylor, Charles Rogers, Edward Green, Edward Kelly, Robert Dyer, John Bonnecan, Dennis Feeley, William Garland, William Bruton, Peter Gaffney, Charles Baldwin, James Russell, William Hudson, William H. Craig; Robert Armstrong and Matthew Ahmutty, representatives.

## JEFFERSON ENGINE COMPANY, No. 26.

*Stationed at No. 148 Fifth Street.*

Oliver H. Kingsland, foreman; Joshua D. Devoc, assistant; Jacob Burge, Jr., secretary; Edward M. Jourdan, George Hamber, Henry R. Burger, Robert Oliver, Philip Simon, Francis Freadman, Justin A. Patten, John Corrigan, William Peto, Edgar T. Thomas, Thomas J. Bundy, Joseph V. Busch, William L. Edwards, John Hines, Andrew Schmitt, Arthur B. Tyson, John Denney, Henry Ankner, Joseph Bensinger, Julius G. Remeé, Harman Erbiet, Jacob Lang, George Gouer, William Reed, John W. Shay, Charles Maber, Charles L. Eitell, John Schade, George Bruckheiser, George Evens; John Hines and Andrew Schmitt, representatives.

## FORT WASHINGTON ENGINE COMPANY, No. 27.

*Stationed at Carmansville, between 154th and 155th streets, in Tenth Avenue.*

Wm. Harris, Jr., foreman; Geo. Kirkland, assistant; Chas. H. Rollinson, secretary; Martin Ward, John Short, John Scallon, James Buckridge, Munson W. Smith, Edward Scallon, Thomas H. Gegan, Resolved Gardner, Bernard Murray, James O'Rourke, Wm. Deperman, Charles C. Townley, M. Simondinger, Ed. Maixner, Thos. Fenton, John Cooper, George Briggs, M. J. Quigg, Wm. Barry, Philip Schuch, James B. Archer, M. J. Corley, John Watson, Thomas Caffrey, Robert Dazell, Wm. Henry Pooler, J. Hamilton Cuthell, James Hueston; B. Murray and M. C. Quigg, representatives.

## PACIFIC ENGINE COMPANY, No. 28.

*Stationed at No. 377 Fourth Avenue.*

Moses Fitzgerald, foreman; Richard Girdes, assistant; Francis G. Cairns, secretary; John D. Gilbraith, John P. Cantrel, Ralph Adamson, Stephen D. Hall, Martin A. Kelly, John J. Nagle, John Fitzgerald, Rufus H. Fowler, Arnold G. Smith, John Schaffer, James Hernon, Albonus Corry, Francis Canfield, Wm. Pearsall, James Kelly, Pat. Leamey, M. O'Conner, M. Larkin, Richard Croker, Philip McGuire, Pat. Calagy, Wm. Hogeboom, J. McCauley, Francis Finlay, John McCormick, Charles Eck, John McCann, Francis Clark, Pat. F. Smith; John P. Cantrel and Ralph Adamson, representatives.



## GUARDIAN ENGINE COMPANY, No. 29.

*Stationed at No. 26 West Tenth Street.*

Terence McGowan, foreman; James Roland, assistant; Edward Gordon, secretary; William H. Jones, John H. Berdan, Joseph Walters, Thomas Leonard, John Hopkins, John Lee, David Kelly, James Carey, Samuel Joyce, Charles R. Devoe, John Armstrong, Andrew Gray, James Joyce, John R. Jones, William Neeley, William Spaulding, C. V. Lawrence, James H. Ramsay, Jacob Marcellus, Mat. Houston, Henry Flood, John W. Cooper, Edgar Flandreau, Thomas Eglinton, Frederick Heimbuch, Isaac L. Noc, F. T. Levering, Robert Black, Hugh B. Boyd, Joshua Turner, Stephen Colwell, Albert P. Cronk, Richard Kirby, John E. McCadden, Patrick Donahue, Martin Fashay, A. J. Collings, Elijah Angevine, George Taylor; Joseph Walters and John Hopkins, representatives.

## NORTH RIVER ENGINE COMPANY, No. 30.

*Stationed at No. 173 Franklin Street.*

Charles Loughran, foreman; Edwin Quinn, assistant; Wm. H. Wilson, secretary; William A. Horn, John Pitts, John Brannan, Oliver Ransom, Alexander O'Gorman, John Kehoe, Patrick Hunt, Edward Kelly, James Davis, Dewitt W. Beardsley, Robert Hewitt, Thomas Moss, J. J. Donaldson, John W. Baldwin, Marcus J. Dugan, Thomas W. Raleigh, Samuel Hester, William F. Searing, J. Hammond; John Pitts and John Brannan, representatives.

## PETERSON ENGINE COMPANY, No. 31.

*Stationed at No. 49 Chrystie Street.*

Francis Mahedy, foreman; John Sullivan, assistant; Frederick Krause, secretary; Charles W. Upham, Edward Quinn, David Fleming, James Walsh, Frederick S. Groves, Thomas Ryan, Timothy Sullivan, John McKenna, John Walsh, John McNulty, James B. Murray, Henry McCluskey, Thomas Tyler, Daniel Higgins, John Armstrong, Arthur Mooney, William Grant, John Damm, Anthony Walsh, Henry F. Foley, Benjamin J. Evans, Joseph Everard, Edward R. Lee, John Meehen, Daniel Hoy, Niclas Murray, William N. Thompson, George McLoughlin, Charles Knollman, Michael Wogan, Andrew McIntire, Edward Bradburn; Michael Wogan and Daniel Higgins, representatives.

## PETE MASTERSON ENGINE COMPANY, No. 32.

*Stationed in One Hundredth Street, between Ninth and Tenth avenues.*

Thomas Ray, foreman; Richard Williams, assistant; George F. Denniston, secretary; George W. Ferguson, J. P. Tuttle, John Quinn, Patrick Martin, H. H. Ferguson, E. Gilbert, James McLaughlin, J. F. Johnson, John Delaney, Thomas Conner, John Cuff, Peter Braisted, Ed. Burns, Lawrence Quinn, Ralph Townsend, John Davis, James Doyle, Robert Wright, T. A. Theben, James Elliott, Michael Conner; J. P. Tuttle and John Quinn, representatives.

## BLACK JOKE ENGINE COMPANY, NO. 33.

*Stationed at Fifty-eighth Street, near Broadway.*

William H. Masterson, foreman; James A. McCormick, assistant; S. Harry Seixas, secretary; Edward Keirnan, James Masterson, Peter Masterson, John Conly, Thomas Donoho, James Lynch, George Saler, Patrick Tuttle, Peter H. Scheiffler, Patrick Gorman, James P. Wynn, Martin Coffield, David O'Brien, John Slattery, George W. Plunkett, Hugh Teirnan, James O'Brien, Patrick McIntyre, John Quinn, John Cain, Peter Felix, Joseph Rapp, Edward Griffiths, Peter Byrnes, John W. Lynch, Abram Cook, Charles Dougherty, Michael McIntyre, John Demarest, Daniel Gillen, Joseph Young, Peter Masterson, 2d, William Whistens, John Quinlan, James Burke; James Masterson and Edward Griffiths, representatives.

## HOWARD ENGINE COMPANY, NO. 34.

*Stationed at No. 78 Morton Street.*

James A. Cavanagh, foreman; Thomas Coonan, assistant; James M. Lamberson, secretary; James Fitzpatrick, John Cavanagh, Charles Miller, Edward Eaton, Alexander Torrens, Peter Cassidy, Robert Rankin, William Clements, John Kilfoil, Thomas Vansten, John Cassidy, John Word, Michael Maher, Samuel Best, Michael Walker, Isaac Seward, John Tackney, James Curry, William Maxwell, Patrick McGoveran, Patrick H. Mullin, Thomas Gilligan, Samuel Baker, Thomas McNiece, Thomas Walker, Patrick O'Connors, Thomas McCloud, David Harvey, John Best, Alexander Dowd, James Chambers, John Jackson, William Cavanagh, Lawrence Reynolds, Patrick Trainor, John Stanley, Francis Brady, John O'Connell, William Custree, James Maher, James Kelley, James Lynch; John Cavanagh and Charles Miller, representatives.

## COLUMBUS ENGINE COMPANY, NO. 35.

*Stationed at One Hundred and Nineteenth Street, between Second and Third avenues.*

William Daily, foreman; James Moore, assistant; James E. Hagan, secretary; William Quinn, James Owens, John Halloran, Patrick Kennedy, John Halpin, James Regan, William Healey, James McGivney, John Hogan, Michael Cain, Henry Jacobi, Bernard McGibney, Michael McGrath, Henry Johnson, Peter Gallagher, Daniel Marlow, Patrick Dunigan, Michael Mulrein, James Mulligan, Peter Agnew, Anthony Mead, William Grady, Daniel Regan, William Hargrave, John Cain, Henry Dolan, Stephen Cartright, Thomas Welch, Thomas Murray, James Riley, Patrick Hughes; William Quinn and James Owens, representatives.

## EQUITABLE ENGINE COMPANY, NO. 36.

*Stationed in Sixty-eighth Street, between Broadway and Tenth Avenue.*

Henry Linden, foreman; George Williams, assistant; Henry Ahrens, secretary; John Auld, William Murfitt, William Stilger, Jacob Stilger, Conrad Clipper, Adam Bartentaler, John Ritter, Michael Gerth, George Gibbons, Kasmer Reighn, John Shaffer, David C. Woodrufft, James Taggart, John Sheidler, Charles Hufnagle, John Michaels, Samuel Griffetts, Joseph Stilger, Philip Kleinknedt, F. J. Rosback, Charles

Heitz, James Robinson, John Wagner, Francis Carry, Thomas Duffy, George Link, Adam H. Feitz, Jacob Falk, Anthony Christman, A. C. Leslie, Frel Shmith; William Murfitt and William Stilger, representatives.

#### TRADESMAN ENGINE COMPANY, No. 37.

*Stationed at Fifty-ninth Street, between Second and Third avenues.*

John R. Collins, foreman; Patrick Walsh, assistant; Thomas Gallagher, secretary; Joseph F. Scanlon, Thomas Levins, John Aherne, John Toumey, James Kelley, William S. Smith, Patrick O'Brien, Joseph H. Dunn, Patrick O'Connell, James Noonan, James Sexton, William Clare, William Fitzgerald, Edward Dorsay, Henry Weaver, Peter Ruby, Thomas Clifford, Thomas O'Keefe, Frank George, John Pflaying, Peter Houser, Cornelius J. Callaghan, William Jones, James Fox, James Leonard, Julius Jansen, Louis Graves, Joseph Powers, Thomas McGinness; Jos. F. Scanlon and Thos. Levins, representatives.

#### SOUTHWARK ENGINE COMPANY, No. 38.

*Stationed at No. 28 Ann Street.*

Andrew H. Mitchell, foreman; George Pauli, assistant; Stephen T. Hoyt, secretary; John W. Shields, Charles Netwald, John C. White, George Bevins, Charles A. Waldron, Samuel W. Barnes, A. C. Denart, John W. Haight, John J. Carnes, Henry Bender, Charles H. Grube, Joseph Pohley, John N. Prigge, John Collins, William Cogan, John Slowey, Thomas Angliss, Edward S. Barnes, Henry Pauli, William A. Burt, Henry M. Ober, James Young, John Hamilton, Chas. Decker, Floyd Graham; John C. White and George Bevins, representatives.

#### FRANKLIN ENGINE COMPANY, No. 39.

*Stationed at No. 128 West Thirty-first Street.*

Thomas Coyle, foreman; Edward J. Curley, assistant; John Sheridan, secretary; John Lambrecht, Michael Shannessy, Bernard M. Sweeny, Michael Curly, Jacob Michaels, Charles Kappler, John W. James, James Fallen, James C. Denny, John H. Strauss, Michael Kelly, John McGoe, Patrick Smith, Patrick N. Black, John McCredie, E. J. Cain, John Hellmoyor, John R. Leslie, John Schaller, John Sheridan, John Gillespie, William P. Carey, William Walters, Patrick Tamney, David Johnson, Thomas Mulligan, Edward Reehill, Christopher Cox, Bernard Gaharan, Charles Shoridan; Michael Shannessy and Bernard M. Sweeny, representatives.

#### LADY WASHINGTON ENGINE COMPANY, No. 40.

*Stationed at No. 173 Elm Street.*

Hugh Bonner, foreman; Robert Canfield, assistant; Philip E. Herrlick, secretary; James Canfield, Daniel Reiley, Thomas Mulligan, Edward Willoughby, James Hanaan, Richard Cotter, William Ryer, William Jones, Daniel Day, Joseph Kush, William Barker, Timothy Harrison, Peter Gillen, James Duffy, Patrick Campbell, John Wilson, James Driscoll, William Campbell, William Mahony, Michael Brennan, James Bush,

Owen Colwell, Fiolitt McGowan, John Conroy, Jacob Hickman, Timothy Foley, John Herrlick, Peter H. Lane, Lawrence McCarty, Timothy Marriner, Thomas Heeney, Peter Engelhart, Thomas Smith, Patrick Conaghan; A. A. Phillips and James Canfield, representatives.

#### CLINTON ENGINE COMPANY, No. 41.

*Stationed at No. 154 Clinton Street.*

William Hennessey, foreman; William Wilson, assistant; Peter Vetter, Jr., secretary; Joseph Swenarton, Edwin R. Bertine, John Murray, Patrick Kehoe, Théodore Craft, Peter Murray, Richard Ryan, Michael Kells, John Wagner, James Little, Henry Hebel, John W. Brown, William H. Clark, Charles W. Carrick, George W. Wood, Michael Kuntz, Peter Vought, Lafay Schulum, John Lattimore, William H. Albright, Paul Kies, Simon Hexter, Richard Swenarton, Thomas Bresnahan, John J. Foley, Joseph Meade, Edward A. Pembroke, Thomas Cheevers, Obed S. Paddock, Bartholomew McGee, Patrick Bolger, John Williams, James Golden, Owen Dermody, John Fagan; Nathaniel Lockwood and Thomas Green, representatives.

#### EMPIRE ENGINE COMPANY, No. 42.

*Stationed at No. 4 Centre Street.*

William Corgan, foreman; C. Doscher, assistant; Edwin F. Corey, Jr., secretary; J. D. Stenecke, Charles A. Hof, Charles Doscher, P. Fink, James P. Carr, M. J. Ryan, J. Walter Homer, Charles B. Angevine, John R. Scoble, C. D. Doscher, J. Finken, Edward F. Brennan, Philip Freytag, Henry Hines, J. P. Dechen, James Young, Stephen K. Fowler, Frederick A. Shields, J. E. Mahoney, John McKinney, M. Goss, Nicholas Hines, Jeremiah Mohigan, Lewis S. Watkins, Henry Metzger, Daniel K. Cosgrove, John Otten, William H. Miller, Henry Witscheif, Henry Hilderbrand; John Letson and M. J. Ryan, representatives.

#### MANHATTA ENGINE COMPANY, No. 43.

*Stationed at Manhattanville.*

James E. Poole, foreman; Nicholas Kuntz, assistant; William Cowen, secretary; John Higgins, James Rogers, John McClenahan, John Donahue, James Claffy, John Mead, James Ray, Thomas Larkin, Henry Ernest, Patrick Sullivan, Andrew Geraty, Philip Becker, Terence Gray, Thomas Schneider, Charles F. Kleinfelder, Patrick Guilfoyle, Wendle Becker, George Graff, Philip Klaus, Casper Miller; James E. Poole and John Higgins, representatives.

#### LIVE OAK ENGINE COMPANY, No. 44.

*Stationed at No. 437 East Houston Street.*

William F. Squires, foreman; Peter Maloney, assistant; Robert T. Griffin, secretary; John Murdock, William M. Oakley, Henry Mutz, Charles L. Miller, Theodore Elliott, William H. Vanness, Charles Travis, James M. Flynn, J. P. Veinot, George W. Sembler, Patrick Smith, E. T. Bogart, William Graham, Thomas McGolderick, Edward



McArdle, John Knapp, John Donaldson, Joseph Maus, Hugh McGinley, James Hart, John Crimm, James Bowe, Charles H. Martin, James Reiley, Franklin Crandall, Alexander Evans, Michael Hines, Daniel Patterson, William Horn, D. P. Commerdinger, Thomas E. Garry, Joseph Powell, Jerry Crowley, Joseph Moran, John Kelley, Adam Glady, Patrick C. McGovern, George Wyman, William Connolly, Edward B. Fox, George Graves, John S. Miller, Charles S. Jack, Michael Knapp, John S. Gardner, Philip Rosa, Patrick McGowan; William M. Oakley and Henry Mutz, representatives.

#### AURORA ENGINE COMPANY, No. 45.

*Stationed at corner of Eighty-fifth Street and Third Avenue.*

Francis Bazzoni, foreman; Patrick Murtaugh, assistant; Thomas P. Sullivan, secretary; John Shelly, John Beaman, Thomas Leahy, John J. Clark, Walter Ferguson, John Kelly, Charles McCall, Bernard O'Rourke, James Kinney, James Ward, John Ward, Richard Hyland, Joseph Lutz, William Macy, Thomas Gallon, George Fields, Richard DeCourcy, John Mahoney, John Donovan, John Leahy, Thomas J. Hitchman, Jeremiah Kelly, John Canary, Andrew Callahan, John Dolan, William Kane, Thomas Montgomery, Dennis Devine, John Sharkey, John Cotton, George W. Frost, Patrick Burke, John Kolb, Vincent Cuber; Thomas Leahy and Thomas Montgomery, representatives.

#### VALLEY FORGE ENGINE COMPANY, No. 46.

*Stationed at No. 138 West Thirty-seventh Street.*

James E. Dunn, foreman; George G. Corson, assistant; Charles W. Taylor, secretary; Eben S. Du Bois, William A. Brickill, Theodore G. Dockstader, William S. Hick, David D. Fleming, John Mann, Samuel H. Tucker, Alexander McFadden, William M. Cooper, James H. Prentiss, James S. Palmer, Edward O. Johnston, John N. Gilson, Charles Morgan, William Sisserson, Isaac H. Terrell, Benj. B. Dealing, Albert L. Coles, John C. Wessells, Peter Funck, James Conklin, John Neeley, Alexander C. Howe, James H. Hammond, Owen Griffith, Henry Duchardt, Joseph H. Voorhies, Edward Van Blarcum, James Williams, William H. Dealing, Robert M. Sterritt, Robert Glass, John Widder, Joseph W. Jones, Ezra C. W. Hull, James P. Webb, John H. Harris, William N. A. Harris, John J. Thompson, William H. Boyd; William Sisserson and James Conklin, representatives.

#### CROTON ENGINE COMPANY, No. 47.

*Stationed at No. 165 West Twentieth Street.*

Benjamin W. Palmer, foreman; John Wilkinson, assistant; Henry Snell, secretary; George A. Mott, Stephen G. Tripp, Philip Cosgriff, James Clark, James L. Ewing, John Ford, Frederick Bill, David Gillis, Thomas Smith, Thomas Abbott, William T. Coleman, Charles E. Kemp, Thomas J. Warren, Andrew J. Lennon, William J. McAdams, Benjamin McBride, Richard Dougherty, Abraham Crawford, Thomas McCarthy, James McNamee, John Kelly, Richard Shannon, John Boylon, Matthew McCollough, Richard Monahan, James Trimble, Peter Dunne; Thomas Smith and Thomas J. Warren, representatives.

## MAZEPPA ENGINE COMPANY, No. 48.

*Stationed at No. 227 West Twenty-fifth Street.*

Charles Cowen, foreman ; Edmund Winter, assistant ; William J. Wynn, secretary ; James Daly, John Culhane, James W. Craig, John Farrell, Francis J. Gallagher, James N. Emelich, Michael Gallagher, David Simpson, James Dugan, John Riley, Andrew Elliott, William Holden, Michael Kane, Matthew Dugan, James Barnes, George Brown, John Geary, Hugh Gallagher, James R. Boylan, William Gray, Henry Woods, Oscar J. Utter, Edward Skallin, Peter Kerns, Jeremiah Dean, Patrick Clark, Henry Dugan, Michael Fitzgerald, John Lynch, James Farrell, Thomas Collins, Henry Collins, George McKnight ; James W. Craig and Owen Hamilton, representatives.

## POCAHONTAS ENGINE COMPANY, No: 49.

*Stationed at the east side of Fourth Avenue, between One Hundred and Twenty-sixth and One Hundred and Twenty-seventh streets.*

Thomas C. Kennedy, foreman ; Michael Meade, assistant ; Michael Flanagan, secretary ; James Boyland, Hugh Goodwin, Henry Russell, A. C. Carlock, James Doran, Daniel McKnight, John McTague, Roger Laughlin, James Anderson, Christian Gerhardt, John Hassinger, Richard Conran, James Woods, John Moore, L. J. Knickerbocker, Henry Weigold, Adam Radlein, Hugh McGovern, George Hudson ; James Doran and Hugh McGovern, representatives.

## MUTUAL ENGINE COMPANY, No. 51.

*Stationed at No. 161 East Twenty-second Street, between First and Second avenues.*

Edward Loynes, foreman ; James Johnson, assistant ; Michael T. Madden, secretary ; James Donovan, Hugh S. Cameron, Dennis Loomi, Bernard McMahon, Thomas Cowan, Guy Kennedy, James Day, Patrick Kelly, James Mackin, Robert Harris, John Barry, James Guilfoyle, Timothy Keffe, Peter Gray, Patrick Loomi, Alexander Harris, James Thompson, Robert Purcell, James McCauly, Joseph F. Dunn, James Garrity, Abraham Sillick, Samuel Murry, Joseph A. Finn, John P. Gilroy, James McCready, Charles Barry, Thomas Kelly, William B. Finn, James Kirby, Edward Messemer ; Dennis Loonie and Bernard McMahon, representatives.

## UNDINE ENGINE COMPANY, No. 52.

*Stationed at One Hundred and Twenty-second Street, between Second and Third avenues.*

G. B. Tunison, foreman ; W. H. Johnson, assistant ; J. E. Demerest, secretary ; S. W. Tompkins, R. E. Houston, W. M. Smith, George Keller, H. H. Cooke, James H. Searles, L. B. Tupper, C. L. Tupper, E. V. Wheeler, Jos. M. Searles, William H. Webb, W. H. H. Sherwood, George B. Conklin, N. W. Moulton, James Bremner, John D. Thees, Adam Jacobi, H. J. Stetson, F. McL. Wallace, F. A. Steele, W. H. Van Nostrand, Frank Schaub, Thomas Brady, David Zabinski, Henry Mount, John Becker, O. S. Peterson, Peter Traphagen, H. E. Steele ; T. P. Anderson and H. H. Cooke, representatives.

## HUDSON RIVER ENGINE COMPANY, No. 53.

*Stationed at No. 304 Washington Street.*

Terence Duffy, foreman; Thomas McGrath, assistant; A. A. Cartereau, secretary; William Callen, Samuel S. Edmonston, Arnot Spence, George W. Mason, William Long, John Wade, John D. Beck, James Dale, James Haley, Edward Dunyen, John B. Wilson, Thomas Outwater, George Hanley, John McKowen, Thomas J. Collier, Daniel Byrnes, F. N. Armstrong, John Glennon, William O'Hearne, Edward Cashman, Thomas E. Flood, John Grimes, John Carroll, John Powers, Daniel Farrell, John O'Hare, James Collins, Anthony McCafferty, John McGonigal, Wm. Glennon, Augustus J. Gimm, Lawrence Kain, James Hunter, William H. Carlock, Thomas J. Hanley, D. O'Sullivan, George Foos, David Roach, Daniel Hogan, Joseph McGill, Frank J. Rodell, Michael Madigan, Daniel A. Carney; William Callen and Samuel S. Edmonston, representatives.

## EAGLE HOSE COMPANY, No. 1.

*Stationed at No. 3 Pike Street.*

Lewis Hopps, foreman; James N. Bartley, assistant; Charles G. Vail, secretary; Elisha Seely, Augustus Rutzer, George A. Rutzer, Richard L. Decy, Charles M. Hall, William E. Arnold, William B. Westcott, Jr., Christopher M. Berry, George Bray, Hamilton Weaver, William H. Seaich, Augustus Marx, Christian Schieck, Jr., Isaac McCallum, Colville Smith; Augustus Rutzer and Lewis Hopps, representatives.

## NIAGARA HOSE COMPANY, No. 2.

*Stationed at No. 5 Duane Street.*

John Castles, foreman; Daniel Bradly, assistant; Herman Wellhausen, secretary; Emanuel Cohen, John D. Lent, John Farlon, John Ryan, Michael Barry, Wm. R. Langworthy, Geo. W. Leach, Thomas R. Reed, K. P. McAvoy, A. A. Von Arx, Joseph Nestler, Henry Chapman, Edward Creary, Maximilian Ebler, Julius Homer, Chas. W. Pannelly, Henry Myers, Philip Felleman, Boniface Mayer; John D. Lent and John Farlon, representatives.

## INDEPENDENT HOSE COMPANY, No. 3.

*Stationed at No. 211 Hester Street.*

H. K. Woodruff, foreman; Joseph E. Miller, assistant; John W. Blakeney, secretary; George J. Dominick, Hugh Bennett, John Mullen, Philip S. De Vries, John Kenney, Mark Lyons, Maurice S. De Vries, George Neill, Charles Weir, Thomas J. Hart, William H. Roberts, William H. Mather, John Waters, Albert H. Dakin, David Boyd; John Kenney and John Waters, representatives.

## MARION HOSE COMPANY, No. 4.

*Stationed at No. 84 Attorney Street.*

George Smith, foreman; Adam Weber, assistant; Miles L. Sowarby, secretary; Joseph A. Porter, Peter Wimmer, Alexander D. May, John Essig, Jr., Peter Steffen,

John H. Hooton, Jacob Deiter, Martin Schade, Paul J. Chappell, Michael Herman, Amos Hutchinson (Hose 65), Henry Geanther, John H. Macdonough, Henry Young, Robert R. Hyde, James Presby, Peter F. Baker, Richard T. Welsh (Hose 31); Paul J. Chappell and John H. Macdonough, representatives.

#### EDWIN FORREST HOSE COMPANY, No. 5.

*Stationed at No. 18 Burling Slip.*

Martin Miller, foreman; John Walker, assistant; Maurice Quinlan, secretary; Thomas Lynch, Henry Murray, John Nichols, John Pettit, Charles Beyers, Mortimer Savage, William Sullivan, George Fitchett, Michael Fay, Francis Keegan, George T. Kane, Philip Sullivan, James Burk, Patrick Monahan, Cornelius Donohue, Thomas McMahon; Henry Murray and John Nichols, representatives.

#### CROTON HOSE COMPANY, No. 6.

*Stationed at No. 23 Gouverneur Street.*

Dennis McCarthy, foreman; John Sheil, assistant; Patrick O'Brien, secretary; Bartholomew Welton, Thomas McCarthy, John Glass, William Conway, Wilson Small, Jr., John McCabe, John Brophy, Philip Riley, Peter McDonnell, Thomas Dowd, John McCarthy, Thomas Doran, Thomas Scully, Mathew Farrell, John O'Neill, Peter Olwell; George R. Conner and Thomas Conlon, representatives.

#### RINGGOLD HOSE COMPANY, No. 7.

*Stationed at No. 74 East Thirteenth Street.*

A. S. Pratt, foreman; C. S. Hunt, assistant; Henry Latham, Jr., secretary; C. A. Horton, James E. Wells, J. J. Donnelly, T. H. Hunt, David Graham, G. W. Lasak, J. Stackpole, J. S. Kent, W. P. Walton, W. Townsend, F. E. Graham, John Stacy, D. F. Beach, W. H. Sparks, W. F. Kirby, M. Rosevelt, F. Wood, Jr., E. B. Tierney, G. H. Beach, Samuel G. French, George Latham; James E. Wells and James S. Kent, representatives.

#### CITY HOSE COMPANY, No. 8.

*Stationed at No. 39 Liberty Street.*

Thomas B. Curtis, foreman; John J. Fitzpatrick, assistant; Henry Ahlers, secretary; John S. Davidson, John McCarty, Michael Sullivan, James W. Murphy, Michael Ahearn, John McMahon, William Flock, Adam W. Deitering, Richard A. Barton, Charles F. Bergner, John Quirk, Thomas E. Maloney, George Dowdall, John O'Malley, George R. Wall, David B. Davidson, Thomas H. Bentley, William Kennedy; John McCarty and Richard A. Barton, representatives.

#### COLUMBIAN HOSE COMPANY, No. 9.

*Stationed at No. 174 Mulberry Street.*

John Kennedy, foreman; Wm. Riley, assistant; Wm. H. H. DeMille, secretary; Charles F. Waack, Louis Hoffman, Hugh C. Munday, John F. Schwab, Michael



Dalton, William Carpenter, George Cray, Wm. Striker, John J. Gillen, John K. Ryer, Adolph Yorns, Phillip Hoffman, Ernest Frohne, John Thompson, Dennis Sheehan, Andrew Crossin, Richard Carrol, Jeremiah Tuohy; Charles Bathman and James Haskett, representatives.

LIBERTY HOSE COMPANY, No. 10.

*Stationed at No. 3 Dover Street.*

Thomas C. Kennedy, foreman; Michael Sharp, assistant; Robert Cottrell, secretary; Albert Hons, Maurice Scanlan, John Fitzgerald, William Drew, Thomas Potter, Thomas O'Connor, Daniel Hennesy, Daniel McAvoy, Peter H. Mulvehill, Charles G. Aufferth, Thomas Manning, John Clark; Robert Cottrell and William Drew, representatives.

GULICK HOSE COMPANY, No. 11.

*Stationed at No. 14 West Tenth Street.*

William H. Spear, foreman; Wm. H. Matthews, assistant; John Millar, secretary; Joseph G. Hull, Henry D. Lynch, Jacob C. Wickes, John Halliday, Isaac C. Curry, Charles A. Barton, William Solis, Michael Mulligan, Charles Lawrence, Austin Kenney, James O. Morgan, Christian P. Shuart, Isaac Evens, H. Johnson, Channing M. Curry, John T. Lawrence, Carsten Doscher, James W. Cave, Thomas Tousley, William Berdan; William H. Wood and Schuyler Westervelt, representatives.

WASHINGTON HOSE COMPANY, No. 12.

*Stationed at No. 340 West Forty-third Street.*

William Akins, foreman; Fred. Boschart, assistant; Peter Lynch, secretary; William Jackson, Joseph Seffran, John McCann, John McKinley, Michael Cumisky, John Childs, Michael Kenney, James O'Neil, Arthur Dougherty, William Watson, Daniel McGreevey, James Gilligan; Daniel McGreevey and George Childs, representatives.

JACKSON HOSE COMPANY, No. 13.

*Stationed at No. 34 Mangin Street.*

James Gannon, foreman; Isaac Doty, assistant; Edward H. Brown, secretary; James Finley, Mathew Giblin, William Stevens, John McKenna, James Doty, A. J. Brush, John Lake, Mathew Burns, Chas. H. Rowland, William Eckhardt, Henry Selmer, Henry Miller, Frederick Schanz, David Peffers; Mathew Burns and A. J. Brush, representatives.

EXCELSIOR HOSE COMPANY, No. 14.

*Stationed at No. 160 West Thirteenth Street.*

L. A. Reed, foreman; H. A. Christie, assistant; C. Jaudon, secretary; W. H. Buxton, W. K. Reed, J. Hanna, F. Martin, W. H. Forman, W. H. Stiger, D. L. Mott, E. Bailey, W. F. Haviland, J. B. Schmelzel, L. R. Vincent, S. B. Howe, J. Walker, W. B. Parkinson, H. Schwabeland, J. D. Hopkins; L. N. Jones and H. H. Christie, representatives.

## ATLANTIC HOSE COMPANY, NO. 15.

*Stationed at No. 19 Elizabeth Street.*

John Toole, foreman; William Adema, assistant; Leonard Waping, secretary; Francis J. Adema, John Denham, Thomas Adema, Henry Hughs, Harmon Schorling, William H. Caine, Joseph Ross, Dennis Shane, Garrett W. Cropsey, Mathew Davis, James Britt, Louis Golhoffer; John Kilton and Samuel Thompson, representatives.

## TOMPKINS HOSE COMPANY, NO. 16.

*Stationed at No. 154 Norfolk Street.*

Owen Murphy, foreman; John Miller, assistant; Noah D. Ward, secretary; James Murphy, Jacob Fink, George Parcelt, James A. Tracey, Patrick Cook, Edward Phelan, Benedict Kealin, Edward W. Riley, Peter Murphy, Eugene Matthews, Patrick M. Connon, Charles Landers, Bernard McGlaughlin, John Ward, Thomas Burns, Andrew J. Reeves, Wm. A. Evers, Charles Wolper, George Lapatet, John H. Henderson; James A. Tracey and Peter Murphy, representatives.

## CLINTON HOSE COMPANY, NO. 17.

*Stationed at No. 150 Fifth Street, near First Avenue.*

Silas Ling, foreman; T. J. McCartie, assistant; Robert Young, secretary; Thos. Keirnan, Benj. A. Gicquel, D. W. McMurray, James O'Brien, Jeremiah Cleary, Charles Ling, John Brennan, Leonard Brandner, John J. Cooper, Cornelius C. Philps, Denis Murray, James Mockler, Thomas Divins, Daniel Fee, Thomas Martin, John Foley, Patrick Lavander, J. J. McMurray, Patrick Brady, Thomas Hutchinson, Thomas J. Peto, John Pearsall; Robert Young and Thomas Hutchinson, representatives.

## FRANKLIN HOSE COMPANY, NO. 18.

*Stationed at No. 28 Beaver Street.*

Jeremiah R. Collins, foreman; George Wail, assistant; Richard F. Scully, secretary; Mathew T. Beirnes, John P. Ryan, Bartholomew Coleman, Patrick Heffernan, Charles Guinan, Francis Jordan, Richard H. Callaghan, Martin Cherry, Thomas Brickley, John Barnard, James Cherry, Thomas Cannon, Philip J. Callaghan, John P. Collins, Henry Holtje, Jefferson St. George, Timothy McLearn, John L. Meehan, John Styles, Michael J. Callaghan; Mathew T. Beirnes and Michael J. Callaghan, representatives.

## AMERICAN HOSE COMPANY, NO. 19.

*Stationed at No. 83 Greene Street.*

Samuel J. Ayres, foreman; Charles E. Bogert, assistant; George Underhill, secretary; John W. Williams, Charles Lamb, Gilbert L. Parker, Howard Ayres, Frederick Beekler, Charles H. Housley, Peter A. Crawford, Valentine Bennett, Wm. P. Robbins, Wm. McKibben, James McCann, John Gill, George Dennison, John J. English, James T. Snedeker, Wesley W. W. Utter, John H. Zeller, James S. Wood, Louis Wessendorf; John W. Williams and Valentine Bennett, representatives.

## HUMANE HOSE COMPANY, No. 20.

*Stationed at No. 28 Ann Street.*

Robert McGinn, foreman; William A. Mahan, assistant; Chas. H. Doherty, secretary; Michael Shipton, Edwin G. Deimer, James E. Neely, Daniel Moloney, William Brophy, Fenton C. McElroy, James Shea, Bernard McIntyre, Thomas Dally, William Middleton, John Senahan, John Fetherston, Patrick Burke, John Donohue, John J. Cronin, Patrick Anglim, Michael Curtin; Edwin G. Deimer and James E. Neely, representatives.

## HUDSON HOSE COMPANY, No. 21.

*Stationed at One Hundred and Twenty-seventh Street and Third Avenue.*

John Hart, foreman; R. M. Carlock, assistant; James Crowley, secretary; William T. Mawbey, William Seaman, John D. Lee, Thomas H. Mooney, Philip Northop, H. S. McDowell, James D. Ridley, George H. Egleston, Charles B. Jones, C. A. Wilkins, Samuel T. Allaire, William H. Gilliland, Jonathan Hanson, William R. Pettigrew, Ed. J. Keech, John N. Church, Jacob R. Wilkins, R. Gideon Rudd, Andrew W. Turnier, David Hanson; William Seaman and Robert C. Brown, representatives.

## PHŒNIX HOSE COMPANY, No. 22.

*Stationed at No. 77 Canal Street.*

George W. Anderson, foreman; Moses Iles, assistant; Robert Colby, secretary; Churchill C. Theall, Conrad Strippel, Otis B. Parker, William Hutton, Cornelius Valentine, William H. Price, Jacob Jamer, William Barbour, Francis H. Franklin, George Jamer, William Watson, Richard Elterich, Robert Watson, William McFerran, Charles Stagg, James Burges, Edward McCollum, James Adams; William Hutton and Cornelius Valentine, representatives.

## PERRY HOSE COMPANY, No. 23.

*Stationed at No. 48 Horatio Street.*

Augustus Collier, foreman; John McMahon, assistant; John H. Osborne, secretary; John H. Bush, William Muldrew, Raphael G. See, David Andrews, David Muldrew, Charles Larkey, John Gaines, Carsten Engle, Jr., Jacob V. Wighton, Calvin Ferris, Peter Macowan, Peter Grace, William S. Taft, Jr., William H. Clark, Bernard Ward, M. McKenna, John J. Finan, Richard D. Hall, Thomas Ryan, James E. Sease, George Rankin, John Boyle; John H. Osborne and Thomas Evans, representatives.

## NATIONAL HOSE COMPANY, No. 24.

*Stationed at No. 253 Spring Street.*

John Garrie, foreman; James F. Aitken, assistant; Wm. A. Vanderhoof, secretary; James D. Bryant, George A. Wardell, Samuel F. Schaffer, John J. Vanderbilt, Joseph L. Brumm, M. Freeman Earl, Charles E. Magonigle, Charles A. Gianini, William H.

Nichols, James Slavin, Charles A. Hundt, David A. Lasher, George J. Wiebelt, Edward Gilon, Abram L. Brewer; Harrison Redfield and James D. Bryant, representatives.

#### UNITED STATES HOSE COMPANY, No. 25.

*Stationed at No. 128 Worth Street.*

John Quinlan, foreman; Ed. Ryan, assistant; J. H. Luke, secretary; George H. Dunn, James Lindsay, P. Fallon, J. Mullen, M. Hart, M. Dunn, T. Hanley, C. Donoho, P. T. Dowdican, M. Waters, J. McGrail, James Ryan, Thomas Brady, A. F. Meyers, P. Dunn, R. Powers, D. Gallagher, P. McGowan; James Lindsay and P. Fallon, representatives.

#### RUTGERS HOSE COMPANY, No. 26.

*Stationed at No. 6 Norfolk Street.*

Jacob Rodermond, foreman; Henry Bodes, assistant; Frederick Bittman, secretary; William Alt, Dillon Ransom, Richard Sharp, George H. Sharp, Hugh C. Murphy, Jeremiah Haley, Isaac V. Douglass, William Hyland, Andrew Coch, William S. Livingston, Lewis Rendt, Frederick Valentine, Chilian F. Rodman, James Barry, Francis Lynch; Richard Sharp and Luther P. Wilcox, representatives.

#### NEPTUNE HOSE COMPANY, No. 27.

*Stationed at No. 179 Church Street.*

Michael H. Murtha, foreman; Wm. H. Collins, assistant; Frederick Ditmar, secretary; David Campbell, Thomas Condy, Henry H. Sawyer, Patrick Fitzsimmons, Theophilus Hoffmire, Francis Horle, Frederick Leigh, Peter Nolan, Patrick Larkin, John Seton, Alex. F. Seton, John Sanderson, Nicholas Nolan; Patrick Fitzsimmons and Frederick Leigh, representatives.

#### PEARL HOSE COMPANY, No. 28.

*Stationed at No. 26½ Chambers Street.*

John Brandon, foreman; Edward J. Versfelt, assistant; John T. Sweeny, secretary; Francis J. Plumer, Edward W. Wilhelm, John H. Tangemann, John F. Versfelt, John Gilmore, M. J. Hanley, George Downer, J. H. Versfelt, Edward T. Taggard, John R. Lawrence, Andrew Boss, John A. Patterson, Thomas H. Hickey, Henry Dorber, Isaac R. Van Amburgh; Edward W. Wilhelm and Henry Dorber, representatives.

#### METAMORA HOSE COMPANY, No. 29.

*Stationed at No. 15 East Eighteenth Street.*

Walter Stanton, foreman; Thomas C. Kip, assistant; Robert H. Smith, secretary; Clinton Foster, Wm. S. Copeland, Thomas J. Townsend, Jr., John Sidell, Andrew N. Jung, James D. Gates, Charles T. Jung, Henry L. Townsend, Edward L. Baker, Robert S. Hoyt, Andrew N. Bogert, Jr., John S. Fargis, H. R. Denniston, Edward W. Tiers, Moses P. L. Montgomery, Charles Delmonico, Thomas J. Phillips, John A. May, Jr.; John R. Platt and Henry N. Squire, representatives.



## GEORGE B. MCCLELLAN HOSE COMPANY, No. 30.

*Stationed at No. 244 West Twenty-seventh Street.*

John Brown, foreman; Lyman M. Starrett, assistant; Richard H. Bell, secretary; Wm. M. Vose, Chas. H. Boardman, John McGuire, Wm. H. Chapman, Geo. W. Armstrong, Samuel Hays, John McDermot, Wm. J. Gardner, Solon Winterbottom, Eugene A. Pettigrew, Leander L. Brown, John McDonald, Wm. Latimer, Wm. W. Brown, Geo. R. Morehead, James Dunn; Wm. Latimer and Geo. R. Morehead, representatives.

## PUTNAM HOSE COMPANY, No. 31.

*Stationed at No. 7 Jackson Street.*

Patrick Naide, foreman; Daniel Phalen, assistant; Richard A. Burke, secretary; Barney Mahon, Patrick McManus, Alfred Nugent, Dennis Coyle, Andrew Lyner, James Carney, Joseph Jubo, Isaac Heeney, James Rielly, Thomas Doyle, Samuel Scullin, Joseph O. Donnell; Patrick Naide and Daniel Phalen, representatives.

## INDEX HOSE COMPANY, No. 32.

*Stationed at No. 180 West Forty-eighth Street.*

Benj. J. Martin, foreman; John Linder, assistant; Paul Hauser, secretary; Thomas T. Horton, William Halden, Samuel M. Slater, Paul F. Beaver, John A. Pfirrmann, William F. McKeon, Erastus H. Munson, George C. Crossingham, Adam Kahler, William Heppner, George Fischer, George Schneider, George B. Burras, William Halden, Jr., Lafayette Sharp; Paul F. Beaver and John A. Pfirrmann, representatives.

## WARREN HOSE COMPANY, No. 33.

*Stationed at No. 118 Sullivan Street.*

Charles E. Bacon, foreman; Peter Keenan, assistant; Geo. W. Lamberson, secretary; William H. Losee, George E. Dinant, Harvey Wilkins, Elihu B. Price, Albert W. Baker, Charles W. Howe, Hugh Blair, Warren T. Gill, Seymour Smith, John B. Liddle, Andrew Blackley, Thomas Johnston, Thomas D. Prime, James Van Antwerp, John F. Murphy, John W. Johnston, Stephen D. Layman, William W. Johnston, Edward J. Blake; John S. Craft and Anthony Yeoman, representatives.

## CRYSTAL HOSE COMPANY, No. 35.

*Stationed at No. 101 West Fifteenth Street.*

Gustavus Isaacs, foreman; William Mead, Jr., assistant; M. P. L. Montgomery, secretary; George S. Walsh, John A. May, Jr., Frederick R. West, James B. Clark, John J. Gibbons, Walter N. Farnsworth, Charles Delmonico, Robert M. Jimmerson, William T. Worrall, Redmond A. Kent, Thomas J. Phillips, Frederick H. Carleton, Edward Smith, William Glenn; John A. May, Jr., and Charles Delmonico, representatives.

## OCEANA HOSE COMPANY, No. 36.

*Stationed at No. 205 Madison Street.*

John Gilbertson, foreman; Aaron Trickey, assistant; John Cadmus, secretary; John Trickey, Timothy Y. Robertson, Elijah T. Reaney, William H. Thrall, M. H. Murphy, John D. Watson, Thomas Barrington, Walter L. Clark, John Reaney, Charles E. Harris; John Trickey and Charles E. Harris, representatives.

## MADISON HOSE COMPANY, No. 37.

*Stationed at No. 115 West Twenty-ninth Street.*

Patrick J. McEntee, foreman; Michael O'Neil, assistant; John Grudy, secretary; John Trimble, Peter Tracy, Lott Ryan, John Higgins, Charles O'Neil, Frederick Cook, James Riley, Michael Coyle, John O'Neil, Matthew McVay, Malachi McEvoy, Henry Irwin, John Kerns, Charles O'Neil, Thomas Stanton, Fergus Victory, Patrick Coyle; Peter Tracy and Lott Ryan, representatives.

## AMITY HOSE COMPANY, No. 38.

*Stationed at No. 130 Amity Street.*

C. W. Veitch, foreman; W. C. Allaire, assistant; F. B. Johnston, secretary; G. W. Bush, J. Bogert, J. H. Stanbrough, A. Weber, W. H. Lewis, C. W. Kidd, H. M. Goble, E. A. Griffith, S. B. Christie, G. W. Lefferts, G. H. Williamson, A. M. Allaire, Jr., C. Williamson, H. A. Layman, A. J. Labagh, E. H. Hazleton, I. P. Berry, E. M. Van Wart, I. McKinnon; J. Bogert and J. H. Stanbrough, representatives.

## MOHAWK HOSE COMPANY, No. 39.

*Stationed at No. 135 East Twenty-sixth Street.*

John Doran, foreman; James Daly, assistant; Peter J. Hickey, secretary; Henry McCabe, Owen Cogan, George Ladley, Joseph J. Twomley, John Long, Michael Lambert, James Gilmore, Richard Finnan, Lewis Esselborne, Patrick Black, Michael Long, Lawrence Phillips, John McDivitt, James Smith; Joseph J. Twomley and Michael Long, representatives.

## EMPIRE HOSE COMPANY, No. 40.

*Stationed at No. 70 Barrow Street.*

A. R. Auten, foreman; J. Bambrick, assistant; P. P. Pullis, secretary; W. C. Rogers, C. L. Gowdey, D. C. Hammond, H. A. Garrison, W. A. Auten, R. Earle, P. W. Cuthbert, A. Slaight, J. Dealy, C. A. Wheeler, D. P. Beers, W. Mount, G. W. Waterbury, C. Cook, G. W. Puick, A. Tallman, R. J. Furze, D. J. Hawks, R. A. McFarland, J. L. Forbes, C. Krupp; A. Owens and W. C. Rogers, representatives.

## ALBERT HOSE COMPANY, No. 41.

*Stationed at No. 18 Renwick Street.*

Wm. J. Shields, foreman; P. J. Carty, assistant; Chas. H. Hankinson, secretary; John S. Garvin, Michael D. Cannon, William J. Logan, George Savage, Thomas Mitchell, Godfrey Mangels, William Seckel, Robert Mayhew, P. P. Everette, John Markham, Timothy Murphy, Michael Aner, Philip Short, William H. Scott, David Clark, Henry De Shay, James McEnter; John J. Garvin and Michael Cannon, representatives.

## MAZEPPA HOSE COMPANY, No. 42.

*Stationed at No. 286 West Thirty-third Street.*

Charles Brice, foreman; William Timms, assistant; George F. Haller, secretary; William J. Bollacker, Lawrence Austin, Thomas S. Mitchell, John Kneale, Charles Donaldson, Hugh Smith, Thomas Layburn, Andrew Girsham, Archibald D. Stewart, John Bathe, James Lavell, Charles Kennedy, Dennis McKalvey, Thomas Lee, James Connor, John Deans, Henry McCormick, John Dolan, James Glover, James Brice; John Kneale and James Glover, representatives.

## PIONEER HOSE COMPANY, No. 43.

*Stationed at One Hundred and Twenty-first Street and Lexington Avenue.*

John R. Farrington, foreman; James L. Howard, assistant; William Reardon, secretary; Robert M. Hawthorn, Charles H. Headden, John White, Lawrence Dunn, William Seaman, John R. Defour, Rufus E. Russell, Theodore Stalp, Thomas Lennon, William Prophet, George E. Fry, Abram Westervelt, Jeremiah Cromwell, John Ford, John Coyle, Samuel Fry, Fred. W. Ford, Lyman L. Westover, James W. Graff; John White and Fred. W. Ford, representatives.

## WASHINGTON IRVING HOSE COMPANY, No. 44.

*Stationed at No. 128 West Thirty-first Street.*

Alex. McNeill, foreman; Peter F. Clark, assistant; William Neely, secretary; Samuel C. Campbell, George A. Campbell, William G. Gilchrist, John A. Ripple, Terrance Gearray, Thomas Mulligan, John Metzger, Andrew Jackson, William Mitchel, John Houston, Robert Wray, Robert Hogg, James Gilchrist, William H. Estwick, David Mitchel, Solomon H. Fishplatt, Archibald Stewart, John Mulligan; Robert Wray and Robert Hogg, representatives.

## C. GODFREY GUNTHER HOSE COMPANY, No. 45.

*Stationed at No. 278 Avenue A.*

Bartley O'Connor, foreman; Michael Dolan, assistant; John J. Golden, secretary; Michael Ryan, Maurice Daly, Thomas Stapleton, Joseph Julian, Patrick Dolan, John W. Day, Michael O'Connor, Thomas McConville, John Madden, Patrick Clark, George R. Burgess, Michael F. Reeves, Thomas Maguire, Michael Smith, Thomas Farley; Maurice Daly and Thomas Stapleton, representatives.

## MECHANICS' HOSE COMPANY, No. 47.

*Stationed at No. 548 Fifth Street.*

John Quigg, foreman; John Stehle, assistant; George G. Cornell, secretary; Fred. W. Adam, Henry H. Wells, John Clark, George Frolich, Matthew Carren, Lewis H. Lanman, Jacob Couterie, Henry G. Hellthaler, Jacob Woll, William G. Clark, Joseph Stumpf, William Kraft, John B. Carpenter, Albert Follmer, James J. Smith, George C. Reeves; Henry H. Wells and Albert Follmer, representatives.

## AMERICUS HOSE COMPANY, No. 48.

*Stationed at Eighty-fifth Street, near Third Avenue.*

M. J. Shanahan, foreman; P. McNally, assistant; John F. Twomey, secretary; Henry Schiffer, William H. McCarthy, John H. Bradbrook, Thomas Beaty, John O'Donnell, William H. Marshall, Henry Pettit, Louis Sinn, Michael Schiffer, William Tubridy, Thomas Donahue, Michael Berrigan, Patrick Higgins, Thomas Haines, Hugh Conaghan, Edward Wright, John Hay, William H. Morgan; William H. McCarthy and John H. Bradbrook, representatives.

## LADY WASHINGTON HOSE COMPANY, No. 49.

*Stationed at No. 126 Cedar Street.*

Andrew J. Seeley, foreman; James McGlynn, assistant; Henry Bick, secretary; William Hartye, Charles Gieschen, Patrick Fitzsimmons, John McCarthy, John Krauss, Peter Byrnes, Denis Mullins, John Conway, Patrick Hussey, Louis Flock, Henry Schultz, Michael T. Sullivan, Francis Murray, Timothy T. Shea, Michael Downey, Anthony Ryan, Michael Whelan, Jacob L. Smith; Henry Bick and Charles Gieschen, representatives.

## HOPE HOSE COMPANY, No. 50.

*Stationed at No. 10½ Mott Street.*

James Garvey, foreman; James Costello, assistant; Peter H. Keelan, secretary; Michael Brophy, Mathew Ellis, John McCue, Lawrence Langan, John Rouse, William Farrell, Michael Manning, Michael Manron, Martin Conway, John Harrison, Richard McKenna, John Farley, Bernard McLaughlin, John J. Brown, Patrick Pentoney, James Farrell, Michael Burke, Owen O'Connell, James J. Brophy, Dennis O'Brien, Michael Crystal; Michael Brophy and John McCue, representatives.

## RELIEF HOSE COMPANY, No. 51.

*Stationed at No. 106 East Fiftieth Street.*

William Duane, foreman; James Gallagher, assistant; John H. Ryan, secretary; John Mead, Henry Brickwell, Adam Ray, Barth. Reilley, John H. Lynch, Thomas Ryan, Thomas McGrane, John McCurry, James Mathews, Peter W. Beekman, Patrick Kennedy, John Daly, James Darsey, John Delany, Henry H. Derr, James Ryan, John C. Lang; Charles H. Lyons and John Mead, representatives.



## HARRY HOWARD HOSE COMPANY, No. 55.

*Stationed at No. 115 Christopher Street.*

Garrett Bell, foreman ; Thomas Fitzpatrick, assistant ; Ezekiel D. Wray, secretary ; William C. Bogert, James E. McCort, John H. Froeligh, Joseph H. Golding, Charles H. Otto, John H. Lyons, William S. Hawley, Samuel J. Toohey, John S. Gage, James Sharpe, Andrew E. Mabie, John L. Furlong, Isaac S. Blackledge, Robert Dodd, William Taylor, William Penny, William W. Gage, James Likely, John T. Keldey, George H. Springsteen, Jacob J. Berdan, Abner O. Bailey ; S. J. Toohey and I. J. Weeks, representatives.

## NASSAU HOSE COMPANY, No. 56.

*Stationed at No. 2 Centre Street.*

James Sullivan, foreman ; Leopold Williams, assistant ; Jeremiah D. Tanean, secretary ; Richard Norris, Michael Cavanagh, Thomas McQuade, John Stapleton, Francis Flanagan, Henry Connors, John Hewitt, James A. Standish, Hugh McGinniss, Timothy Callahan, Elias Bradley ; John Burke and James Sullivan, representatives.

## MANHATTAN HOSE COMPANY, No. 59.

*Stationed in Lawrence Street, Manhattanville, between Ninth and Tenth avenues.*

John Lynch, foreman ; John McArthur, assistant ; James Murray, secretary ; John Moore, Patrick McKenna, Andrew Keating, Terence Sheridan, Edward Roach, John Chapman, Thomas Murray, James Brady ; John Moore and Andrew Keating, representatives.

## M. T. BRENNAN HOSE COMPANY, No. 60.

*Stationed at No. 12 Elm Street.*

Martin J. Keese, foreman ; Edmund Rogers, assistant ; Edward J. Atkinson, secretary ; Francis McCullough, Alex. Robertson, Dennis M. Noonan, William Day, John Sheehan, Michael L. Foy, Moses S. Cohen, Timothy Sheehan, Thomas Norton, Patrick Dooley, Louis Kull, George Hammer, Michael McNulty, Peter Burkhard, John Kennell, William Scott, Henry Walker, Michael O'Grady, J. McCarrick, G. Robertson, William Plunkett, Robert Mullen ; Dennis M. Noonan and William Day, representatives.

## ZEPHYR HOSE COMPANY, No. 61.

*Stationed at No. 379 Fourth Avenue.*

Philip C. Benjamin, foreman ; Nelson H. Oakley, assistant ; Henry Y. Wemple, secretary ; Frederick White, Charles E. Leveridge, Jr., Martin V. B. Smith, Valentine B. Harrison, Alden S. Swan, George W. Fanning, William C. Dunkin, Waldo Sprague, Benjamin A. Mumford, Benjamin F. Beekman, Charles Heizman, J. Ogden, Harry R. Hewitt, Nathaniel D. White, Isaac M. Walton, William T. Crane ; M. V. B. Smith and W. Sprague, representatives.

## MUTUAL HOOK AND LADDER COMPANY, No. 1.

*Stationed at No. 26 Chambers Street.*

Alfred B. Smith, foreman ; John Moore, assistant ; Thomas J. Cortisos, secretary ; Owen T. Higgins, Moses Lichtenstein, Joseph Kirner, Joseph T. Brulte, William W. Gariskie, William F. Craft, John Konig, Fred. Meyers, William Burkhardt, John C. Smith, James McGuire, Herman A. Weinberger, Alexander Fraser, Richard Ash, Richard Hurxthal, Patrick Spillane, William Kleine, August Zeigler, Owen J. F. Slavin, Frank Whelan, Frank Dundenhoffer, Thomas D. Stuyvesant, James J. Gilfeather ; Moses Lichtenstein and Joseph Kirner, representatives.

## PHENIX HOOK AND LADDER COMPANY, No. 3.

*Stationed at No. 132 Amity Street.*

A. W. Hadden, foreman ; A. D. Munson, assistant ; W. J. Trumble, secretary ; C. Loucks, W. K. Moore, A. Bush, A. Marsh, G. Scheubel, G. R. Hopkins, B. Dammers, E. Hughs, W. H. Williamson, J. O. Hadden, H. D. Barrett, P. P. Brickelmayer, W. Dickson, C. Welsh, T. V. Stagge, R. G. Drew, T. E. Beeck, S. P. Germaine, S. F. Dodd ; W. K. Moore and A. Bush, representatives.

## GEORGE B. MCCLELLAN HOOK AND LADDER COMPANY, No. 4.

*No location.*

Michael Loftus, foreman ; Thos. Flynn, assistant ; Geo. Wm. Saunders, secretary ; P. Murphy, P. Fitzgerald, James Stevenson, James Sexton, P. T. Carney, James Donahoe, William Heath, M. O. Brien, Steve Daley, T. O. Connor, T. Stapleton, Patrick Lennon, Edward Dillon, William Horan, James Mimnee, John McKeon, L. Loftus, James De Courcey, Michael Nagle, P. Nagle, Thomas Wallace, Richard Enright, John Hogan, James Toohill, W. McKenzie, John Gibney, Thomas Gibney, J. Dunlavey, R. Derry, John Daley, James Curley ; P. Fitzgerald and James Stevenson, representatives.

## UNION HOOK AND LADDER COMPANY, No. 5.

*Stationed at No. 152 Norfolk Street.*

John Reiter, foreman ; August Hassler, assistant ; Joseph Pouson, secretary ; Phillip Breecher, Peter Arnold, Louis Zoun, George Rathger, George Monger, John Pouson, Jacob Zuber, Anthony Stedders, George Leidermer, John Keiberg, Frank Meillinger, John Loos, Frederick Kirchoff, Henry Hager, Henry Scholl, George Pouson, William Gross, Jacob Schneider, Peter Straw, August Zigel, Julius Keiser ; Peter Arnold and Louis Zoun, representatives.

## LAFAYETTE HOOK AND LADDER COMPANY, No. 6.

*Stationed at No. 129 Mercer Street.*

Fred. W. Melvin, foreman ; Oscar Riker, assistant ; George Marshall, secretary ; William H. Nichols, John H. Acker, Jacob Larrick, Robert Nichols, Charles J. Metz, Fred. B. Hensler, John Hearn, Howard O'Hara, John G. Beitwieser, James P. Morri-

son, Charles V. Muner, Phillip Henry, John Riley, Edmond D. Nevins, John M. Bogert; Fred. W. Melvin and John H. Acker, representatives.

#### MECHANICS' HOOK AND LADDER COMPANY, No. 7.

*Stationed at One Hundred and Twenty-fifth Street, between Third and Fourth avenues.*

Edwin Estes, foreman; John S. Anderson, assistant; W. H. H. Bingham, secretary; Jas. M. Rendell, E. A. Cutler, Geo. W. Thompson, Samuel Christie, Charles D. Allaire, Theodore L. Fink, Peter Snyder, Robert Blair, James Brown, N. N. Thompson, William S. Stewart, Simeon Simmons, George Rogers, Joseph L. Dean, James E. Braine, Charles W. Lamb, Christopher Gray, John Magill, John McCarthy, James Van Wagner, William H. Dean, Robert J. Post, Charles W. Kyle, Charles H. Schultz, Thomas B. Morris; Samuel Christie and Joseph L. Dean, representatives.

#### EMPIRE HOOK AND LADDER COMPANY, No. 8.

*Stationed at corner of Forty-eighth Street and Eighth Avenue.*

Martin Senger, foreman; William Bauer, assistant; C. F. Steinmetz, secretary; William H. Potts, Joseph Wigger, Alfred A. Fraser, George Hall, George Schwarzman, Cornelius Beck, John G. Haas, Henry Held, John G. Holsman, Jacob Miller, Philip Miller, George Smith, Philip Hall, Adam Miller, George Greener, Jacob Smith, Peter Rupertus, Valentine Smith, James T. Healy, Philip Heus, George Cook, Jacob Rupertus; William H. Potts and Alfred A. Fraser, representatives.

#### WASHINGTON HOOK AND LADDER COMPANY, No. 9.

*Stationed at No. 119 East Twenty-eighth Street.*

Andrew J. Brady, foreman; Robert King, assistant; Jacob Jacobs, secretary; Silvanus J. Macy, John W. Brady, Robert Amos, Patrick McDonald, George W. Hendlon, Joseph Strubel, Felix K. Jewell, Daniel W. Brady, William H. Macy, James S. Bly, John J. Reilly, Conrad L. Peitre, David Koch, Joseph Kerr, John L. Kiyler, Thomas Wren, Charles McCarthy, Gilbert B. Martin, Patrick Wren, William Scott, Martin Stiner, John Kelley, Thomas Dougherty, Barnard Finnigan, Josiah Macy, Jr., Archibald Culbert, Isaac H. Walker, James Maxwell; Sylvanus J. Macy and John W. Brady, representatives.

#### CORNELIUS V. ANDERSON HOOK AND LADDER COMPANY, No. 10.

*Stationed at Eighty-seventh Street, between Third and Fourth avenues.*

G. C. Hebbard, Jr., foreman; A. H. Payne, assistant; Chas. O. Kempf, secretary; John B. Miller, John Lennox, C. T. Frost, William Hunt, G. S. Rockwell, E. K. Rockwell, J. C. Boughton, Silas H. Briant, Isaac Dubois, James Martin, Erastus Lent, George C. Fraser, Norman J. Wadham, John May, James C. Hulse, Jr., J. M. R. Webster, Pason Dwight, John Hanson, S. W. Geery; Isaac Dubois and George C. Fraser, representatives.

## HARRY HOWARD HOOK AND LADDER COMPANY, No. 11.

*Stationed at No. 180 Clinton Street.*

John H. Morris, Foreman; Henry Bertrand, assistant; Eugene J. McCorkle, secretary; John A. Quin, John D. Thornton, James Ivans, Gilbert A. Johnson, John Bowen, George E. Miller, William H. Vance, James F. Mulholland, Edmund L. Smith, Charles J. Mash, Patrick J. Herbert, John Jackson, John McKinney, William E. Lister, Charles Kettletas, Louis Broderick, Charles M. Slater, Patrick Donahoe, John Gleason, Henry M. Jones, Ralph Jarboe, James Ballentine, John McLoughlin, Charles L. Kelly; Harry Howard and Daniel McGarvey, representatives.

## FRIENDSHIP HOOK AND LADDER COMPANY, No. 12.

*Stationed at No. 108 East Thirteenth Street.*

John McCue, foreman; John S. Kinney, assistant; Giraud Elsworth, secretary; James Coyle, James T. Bates, James J. Shields, James McGee, Patrick Fagan, Thomas Reilly, James Timoney, John R. Hennessey, Peter J. Gillen, John F. Sullivan, Joseph S. Robitaille, John Dugan, Timothy J. Bennett, William F. Hueston, James Hughes, Michael Moran, Michael Kelly, Thomas Cook, Isaac J. Bellsborrow, A. C. Brady, Jr., Richard R. Davis, Thomas H. Loughlin, Charles F. Norris, William F. Gallagher, Edward Kelly, James Horn, James Walsh, James Powell, Joseph McCarty, Harry Powell, James McGuire, Thomas Phalen, John Haley, James Conklin, William Mullen; James J. Shields and James McGee, representatives.

## MARION HOOK AND LADDER COMPANY, No. 13.

*Stationed at No. 353 Third Street.*

John H. Roberts, foreman; George W. Logan, assistant; Sandford B. Campbell, secretary; Nathaniel K. Thompson, Abram C. Hull, Albert W. Holmes, Daniel W. Butler, George H. Cornell, John C. Claner, John McClane, Anthony Moulder, Augustine Mance, Guy Culin, Edgar Mercillott, Cornelius Cashman, Cornelius Bennett, Frederick Murphy, James Clark, Albert Hendrickson, John H. Shultz, David V. Butler, William H. Jones, Thomas Potter, George Hilliard, Edward Wright, Benjamin F. Tompkins, John Miller, Henry Reed, Samuel B. Fellows, Peter Benjamin, Thomas Warren, Charles R. Bowers, Godfrey Smith, William Haney; Abram C. Hull and Albert W. Holmes, representatives.

## COLUMBIAN HOOK AND LADDER COMPANY, No. 14.

*Stationed at No. 96 Charles Street.*

James C. Gregory, foreman; Jacob Van Orden, assistant; Dan. A. Anderson, secretary; Abraham H. Brown, Chas. O. Shay, James H. Mabie, Oscar A. Roselle, Israel Pierson, John A. Helmes, Jr., John Fulton, David M. Cooper, James Wright, John Vanderbeck, Jacob D. Ackerman, Stephen H. Ackert, Edward P. Lafaye, Hugh Curry, Simon Doremus, Geo. Paulscraft, Theodore Ertz, Wm. C. Miller, Chas. T. Pardee, Joshua F. Hill, Geo. Wilkinson, Henry Mabie, Thos. Priestley, John Bab-



cock, John Hawes, Geo. W. Helmes, Andrew J. Conkling, Samuel H. Benedict, Jasper C. Haring, Morris T. Munger, Joseph Mott; Hugh Curry and Robert Wright, representatives.

#### BAXTER HOOK AND LADDER COMPANY, NO. 15.

*Stationed at No. 153 Franklin Street.*

J. Andrews, foreman; R. H. Murray, assistant; M. Hutchinson, secretary; A. Gibson, E. E. Hyatt, T. J. Nicols, D. Colburn, H. G. Kimber, L. W. Parkes, E. Ames, O. Rockefeller, M. Thompson, J. E. Willets, J. E. Wood, Wm. Newkirk, L. Cass, E. Borgnes, C. H. Abelman, E. Davis, J. Dougherty, J. Lederer, H. H. Wilson; Wm. H. Wickham and C. F. Allen, representatives.

#### LIBERTY HOOK AND LADDER COMPANY, NO. 16.

*Stationed at corner of Lexington Avenue and Fiftieth Street.*

Robert Gamble, foreman; John Rourke, assistant; Joseph Dixon, secretary; Peter Kelly, Thomas Duffy, T. J. Hodes, Peter Ewald, Daniel Kelly, William Ellicott, Joseph Shaw, Minton D. Tompkins, John Hogan, James F. Murray, George Tallian, P. H. Slattery, John Roach, Joseph Voss, Edward Hackett, John H. Noakes, David Fields, Jr., Henry T. Sanford, E. S. Smith, Thomas Dolan, Daniel Ryan, E. A. Smith, James McAdams, Edward Story, James Halpin, John Connarton, Michael Duffy, Roger B. Hamblett; Patrick Russell and Peter Kelly, representatives.

#### JOHN DECKER HOOK AND LADDER COMPANY, NO. 17.

*Stationed at Tenth Avenue and One Hundred and Fifty-ninth Street, Carmansville.*

William Howe, foreman; Peter Brady, assistant; William Mackey, secretary; Robert Reinhart, Michael McDermott, William Farmer, Robert Barrell, J. Anthony Doyle, Joseph O'Brien, Peter Kerrigan, Henry Breth, John Buckridge, George Snooks; Robert Barrell and J. Anthony Doyle, representatives.

#### HIBERNIA HOOK AND LADDER COMPANY, NO. 18.

*Stationed at No. 195 Elizabeth Street.*

John Barry, foreman; Cornelius Desmond, assistant; John F. Dowling, secretary; Robert Elf, James Barry, Sr., James Barry, Jr., Thomas McCauley, William Morris, John Hoare, Daniel Callaghan, Thomas Doyle, Patrick M. White, William Casey, John Clancy, Timothy Donovan, Joseph Evers, John Carty, Daniel Keeley, James Dowling, Thomas Curcell, John Cull, William Chivvis, Andrew Walsh, Timothy McDonald, William Rowe, George Chivvis, John J. Coffey, Patrick Fitzgerald, William Churchill; John Clancy and Joseph Evers, representatives.

#### EXEMPT ENGINE COMPANY.

*Stationed in Centre Street—Park.*

John J. Gorman, foreman; J. Y. Watkins, Jr., 1st assistant; E. F. Lasak, 2d assistant; George R. Connor, 3d assistant; John M. Harned, secretary; Joshua Isaacs,

assistant secretary ; James Cholwell, James Gilmore, Howard E. Coates, John Rush, Jr., John W. Farmer, Hugh Curry, Theodore E. Kemp, James Tucker, Joseph D. Costa, George Duroche, James B. Terhune, Joseph Lawrence, H. H. Carpenter, Charles L. Maurer, John K. Lyon, Dennis Hayes, Samuel Lawrence, C. P. Currie, Charles M. Johnston, William Symes, Thomas S. Weeks, Mathew Ellis, Leonard Warner, James H. Finch, Aaron J. Quimby, David Roberts, James Moran, John R. Gridley, Daniel Ward, C. Sandford, John E. Flagler, John A. Pinckney, Joseph H. Edgerley.

#### EXEMPT HOSE COMPANY.

*Stationed at No. 128 West Broadway.*

Robert C. McIntire, foreman ; Wm. H. Johnson, assistant ; Samuel P. Smith, secretary ; Benj. B. Johnston, Hiram Geer, James A. Johnston, William H. Burras, Theodore A. Ward, John T. Henry, Charles Banta, Oliver Barrett, John Hovell, John Hewett, James Craft, James Dupignac, William Francis, Charles Riley, William L. Herbert, Benjamin Salter, Samuel Wyckoff, John B. Auger, William H. Board, Charles Carr, George W. Quackenbush, George A. Barney, Michael Hynard, Andrew J. Barney, John Moss, John Brady, James Feeney.

#### CHIEF ENGINEERS OF THE NEW YORK VOLUNTEER FIRE DEPARTMENT.

Jacobus Stoutenburgh, William J. Elsworth, Thomas Brown. Of these three gentlemen, there is no authentic record as to the years they respectively held office. Thomas Franklin was chief engineer from 1811-24 ; Jamieson Cox, 1824-28 ; Uzziah Wenman, 1828-31 ; James Gulick, 1831-36 ; John Ryker, Jr., 1836-37 ; Cornelius V. Anderson, 1837-48 ; Alfred Carson, 1848-57 ; Henry H. Howard, 1857-60 ; John Decker, 1860-65.

The assistant engineers of the Volunteer Department were as follows : In 1762, Samuel Bell and Jasper Ten Brook. In 1783, John Balthasar Dash, George Stanton, Francis Dominick, Jeronimus Alstyne, and George Waldegrove ; in 1793, Isaac Mead, John Stagg, John Quackenboss, Thomas Hazard, Francis Bassett, and Ahasuerus Turk ; in 1796, John Stagg, Isaac Mead, Ahasuerus Turk, Thomas Hazard, John Post, and George Warner.

Thomas Franklin, Engine 12, 1799-1811 ; Nicholas Van Antwerp, Engine 11, 1800-18 ; Jacob Smith, Engine 7, 1803-8 ; John B. Dash, Engine 16, 1803-15 ; James Stuart, Engine 9, 1803-18 ; John P. Roome, Engine 14, 1808-24 ; Hayes Pennell, Engine 15, 1811-22 ; John Colvill, Engine 4, 1811-22 ; Benjamin Strong, Engine 13, 1812-21 ; David J. Hubbs, Engine 13, 1815-24 ; James Scott, Engine 22, 1817-22 ; James W. Dominick, Engine 2, 1817-25 ; Valentine Vandewater, Engine 13, 1822-24 ; Jamieson Cox, Engine 26, 1822-24 ; Philip W. Engs, Engine 22, 1822-33 ; Uzziah Wenman, Engine 39, 1822-28 ; Samuel J. Willis, Engine 5, 1824-29 ; James Gulick, Engine 11, 1824-31 ; Adam W. Turnbull, Engine 40, 1824-29 ; George Vaughn, Engine 39, 1825-28 ; Edward Arrowsmith, Engine 7, 1825-30 ; Jacob Anthony, Engine 14, 1828-34 ; Thomas Howe, Engine 37, 1828-37 ; Drake B. Palmer, Engine 41, 1827-34 ; John Ryker, Jr., Engine 23, 1829-36 ; Jacob A. Roome, Engine 34,

1830-37; Edward Hoffmire, Engine 6, 1831-37; David T. Williams, Engine 13, 1832-35; John M. Sands, Engine 40, 1833-35; Edward Blanchard, Hook and Ladder 2, 1835-37; Allen R. Jollie, Engine 29, 1835-37; Daniel Cogger, Engine 8, 1835-37; Elijah T. Lewis, Engine 4, 1837-37; Abraham V. Purdy, Engine 11, 1837-38; Wilson Small, Engine 5, 1837-37; John Ely, Engine 37, 1837-38; John Reese, Engine 12, 1837-40; Jas. S. Wells, Engine 36, 1837-40; Daniel C. Silleck, Engine 14, 1837-39; Edward Penney, Jr., Engine 44, 1837-38; Michael O'Conner, Engine 40, 1837-38; Halsey R. Mead, Hose 1, 1838-39; Frederick D. Kohler, Engine 5, 1838-41; Zophar Mills, Engine 13, 1838-42; John L. Berrien, Engine 15, 1838-40; John Cogger, Jr., Engine 8, 1838-41; Wm. P. Wallace, Hose 12, 1838-39; Wm. A. Freeborn, Hook and Ladder 4, 1839-42; John T. Rollins, Hose 8, 1840-42; Wm. C. Bradley, Hose 6, 1840-41; John S. Kenyon, Engine 49, 1840-42; Joseph W. Long, Engine 21, 1840-40; Jesse Brush, Engine 31, 1840-41; Geo. H. Ramppen, Engine 19, 1841-42; W. Welles Wilson, Engine 14, 1841-46; John B. Miller, Engine 32, 1841-45; George Kerr, Hose 10, 1841-48; Alfred Carson, Engine 12, 1841-48; Samuel Waddell, Engine 22, 1842-42; Charles Forrester, Engine 33, 1842-47; Sidney B. Alley, Hook and Ladder 4, 1842-42; Philip P. White, Engine 41, 1842-48; Owen W. Brennan, Engine 14, 1842-46; De Witt C. Mott, Engine 8, 1842-44; Samuel S. Liscomb, Engine 35, 1842-45; Jas. S. Miller, Hose 40, 1844-51; Henry J. Ockershausen, Hose 1, 1845-50; Aaron Hosford, Hook and Ladder 7, 1845-50; Nicholas F. Wilson, Engine 15, 1846-47; John P. Lacour, Hook and Ladder 5, 1846-53; John Barry, Engine 2, 1847-50; Hiram Arents, Engine 5, 1847-47; John A. Cregier, Hose 40, 1847-60; De Lancy Barclay, Hose 16, 1848-49; Wm. W. Corlies, Hose 14, 1848-50; Clark Vanderbilt, Hose 32, 1848-53; Michael Eichell, Engine 19, 1849-55; Robert McGinness, Engine 38, 1850-51; Thomas Monroe, Engine 14, 1850-53; Geo. W. Varian, Engine 25, 1850-51; Stephen T. Hoyt, Hose 21, 1850-52; Sam'l M. Phillips, Engine 34, 1850-53; John Gillelan, Engine 35, 1850-53; Moses Jackson, Engine 16, 1851-56; Henry H. Howard, Hose 14, 1851-57; Richard Kelly, Engine 7, 1851-53; William Simpson, Hose 44, 1853-56; John H. Brady, Hook and Ladder 3, 1853-56; Wm. H. Ackerman, Hose 12, 1853-55; Peter N. Cornwell, Hook and Ladder 4, 1853-62; John Baulch, Engine 13, 1853-64; John Decker, Engine 14, 1853-60; Charles A. Brown, Engine 5, 1853-53; John H. Foreman, Hook and Ladder 9, 1853-53; John C. Olliver, Hose 41, 1853-54; Elisha Kingsland, Engine 26, 1854-65; Noah L. Farnham, Hook and Ladder 1, 1855-58; Timothy L. West, Engine 24, 1856-65; Wm. T. Mawbey, Engine 49, 1855-59; John Brice, Hose 42, 1856-65; Edward W. Jacobs, Engine 6, 1856-62; William Hackett, Engine 20, 1859-65; James F. Wenman, Hose 5, 1856-59; George T. Alker, Engine 38, 1859-65; George C. Ruch, Engine 7, 1856-62; William Lamb, Engine 25, 1862-65; Daniel Donnovan, Engine 13, 1857-63; Joseph L. Perley, Engine 44, 1862-65; Stephen Mitchel, Hook and Ladder 2, 1860-62; Henry Lewis, Engine 41, 1862-65; John A. McCosker, Hose 52, 1860-63; George McGrath, Engine 51, 1862-65; Thomas Roe, Engine 16, 1860-62; Eli Bates, Engine 29, 1862-65; James Long, Hose 21, 1862-65; C. W. Ridley, Engine 49, 1863-65; Bernard Kenney, Hose 16, 1864-65; Bartley Donohue, Engine 12, 1865-65; Thomas Duffy, Hook and Ladder 16, 1865-65; John Hamill, Engine 1, 1865-65; Michael Shaugnessy, Engine 39, 1865-65; Alex. V. Davidson, Hose 23, 1865-65; Thomas Sullivan,

Hook and Ladder 12, 1865-65; Peter Weir, Engine 21, 1865-65; Gilbert J. Orr, Engine 42, 1865-65; Thomas Cleary, Engine 20, 1865-65; Michael Halloran, Hose 48, 1865-65; Abram Horn, Engine 43, 1865-65; Geo. H. E. Lynch, Engine 52, 1865-65.

ACT OF INCORPORATION, CONSTITUTION AND BY-LAWS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, TOGETHER WITH THE RULES OF ORDER GOVERNING THE BOARD OF REPRESENTATIVES.

*An Act to incorporate the Firemen of the City of New York, passed the Twentieth Day of March, 1798.*

WHEREAS, the Firemen of the City of New York have, by their petition to the Legislature, prayed to be incorporated, the more effectually to enable them to provide adequate funds for the relief of disabled and indigent Firemen, and for the purpose of extinguishing fires—Therefore,

*Be it enacted by the People of the State of New York, represented in Senate and Assembly,* That all such persons as now are, or hereafter shall be Engineers of the Fire Department, or Firemen belonging to any of the Fire Engines of the city of New York, shall be, and hereby are ordained, constituted and declared to be and continue, until the first Tuesday in April, one thousand eight hundred and eighteen, a body politic, in fact and in name, by the name of the "Fire Department of the City of New York"; and that by that name they and their successors, for the term aforesaid, shall and may have succession, and shall be persons in law capable of suing and being sued, pleading and being impleaded, answering and being answered unto, defending and being defended, in all courts and places whatsoever, in all manner of action, suits, complaints, matters and causes whatsoever; and that they and their successors may have a common seal, and may change and alter the same at their pleasure; and also, that they and their successors, by the name of the Fire Department in the city of New York, shall be in law capable of purchasing, holding, and conveying any estate, real or personal, for the use of the said Corporation, provided that the amount of the real and personal estate of the said Corporation shall not at any time exceed the sum of twenty thousand dollars.

*And be it further enacted,* that the Engineers belonging to the said Fire Department, shall, on or before the first day of December, in every year, choose one Representative; each Company of eighteen Firemen two Representatives, and under eighteen Firemen one Representative, who shall have and exercise all such powers as are hereinafter committed to them.

*And be it further enacted,* that the said Representatives shall choose, on the second Monday of December, in every year, by ballot, out of their own body, a President and Vice President; and out of the whole body of the Firemen, three Trustees, a Treasurer, Secretary, and Collector. That the first Representatives shall be, Daniel Hitchcock, Nicholas Van Antwerp, William Hardenbrook, Samuel Lord, Leonard Rogers, Joseph Smith, John Pritchett, Robert M'Cullen, William Hunter, Isaac Hatfield, Adam Pentz, Adam Hartell, William Brown, John Utt, Peter Embury, Thomas Timpson, William Degrove, Thomas Demilt, Isaac Torboss, John Dominick, Thomas Tom,



James Parsons, Jun., Matthias Nack, Nicholas Roome, Cornelius Brinkerhoff, Israel Haviland, James Robinson, Augustus Wright, Elijah Pinckney, Garret Debow, John Perrin, Moses Smith, John Lent, Uzziah Coddington, Jun., James Van Dyck, Joseph Newton, William Baker, William A. Hardenbrook, Henry Rogers, and Joseph Webb.

That Daniel Hitchcock shall be the first President; that Thomas Tom shall be the first Vice-president; that Frederick Devoe, Jacob Sherred, James Stewart, John Striker, James Tylee, Benjamin Strong, Thomas Brown, Stephen Smith, and Christopher Halstead shall be the first Trustees; that Nicholas Van Antwerp shall be the first Treasurer; and James Parsons, Jun., the first Secretary, and Martin Morrison the first Collector; to hold their respective offices and places until others are appointed in their stead, agreeably to the provision of this act. That the said Trustees shall class themselves into three classes; number one shall go out of office the first year, number two the second year, and number three the third year. That the said Trustees shall manage the affairs and dispose of the funds of the Corporation, according to the By-Laws, Rules, and Regulations of the said Corporation, from time to time made and established by the said Representatives. That the Trustees shall choose a President, who shall have a right to convene them when he thinks proper, at least once a year. That the Treasurer shall give security to the Trustees, for the faithful performance of his trust; and shall, at every annual meeting of the Representatives, render them an account of the state of the funds. That the Representatives shall, at their meeting, have a right to inquire into and control the application of their funds, and to displace any of the Trustees and Officers, if guilty of malconduct, and elect others in their stead. That a majority of the said Representatives, and also of the said Trustees, shall respectively be a quorum to do business. That in case of a vacancy in the office of Representatives, such vacancy shall be filled up by the Company from which he is deputed, for the remainder of the year, by a special election to be held for that purpose. And that in case of a vacancy in the office of President, Vice-president, Treasurer, Secretary, Collector, or any of the Trustees, such vacancy shall be filled up by the Representatives for the remainder of the year, by a special election to be held for that purpose.

*And be it further enacted,* That two-thirds of a quorum of the said Representatives shall have full power to make and prescribe such by-laws, rules, ordinances, and regulations as to them from time to time shall appear needful and proper, touching the management and disposition of their funds for the purposes aforesaid, and touching the meetings of the said Corporation, both special and ordinary, except the second Monday in December, in every year, which is hereby declared to be their annual meeting; and touching the duties and conduct of their Officers and Trustees, and touching all such other matters as appertain to the business and purpose for which the said Corporation is by this act instituted, and for no other purpose whatsoever. Provided, that such by-laws, rules, ordinances, or regulations be not repugnant to the Constitution or laws of the United States or of this State.

*And be it further enacted,* That in case any election shall not be made on any day when, pursuant to this act it ought to have been made, the said Corporation shall not on that account be deemed to be dissolved; but that it shall and may be lawful on any other day to hold and make such election in such manner as shall have been regulated by the By-Laws and ordinances of the said Corporation.

*And be it further enacted*, That the funds of the said Corporation, which shall arise from chimney fines, certificates, and donations, and from such other objects as may have been heretofore, or may be hereafter agreed on by the respective Fire Companies, shall be appropriated to the relief of such indigent or disabled Firemen, or their families, as may be interested therein, and who may, in the opinion of a majority of the Trustees, be worthy of assistance; but if they shall amount to a greater sum than the Trustees may think necessary to apply to the said purposes, then the said Representatives shall have power to apply such surplus to the purpose of extinguishing fires, under such limitations and restrictions as they may, with the sanction of the Corporation of the City of New York, deem proper.

*And be it further enacted*, That this Act is hereby declared to be a public Act, and that the same shall be construed in all courts and places benignly and favorably, for every beneficial purpose hereby intended.

SECRETARY'S OFFICE OF THE STATE OF NEW YORK,  
March 30th, 1798.

I certify the preceding to be a true copy of the original Act filed in this office.

JASPER HOPPER, *D. Secretary.*

Amended by "An Act granting privileges to the Firemen of the City of New York," passed April 12, 1816.

§ 2. *And be it further enacted*, That the Fire Department of the City of New York, and their successors, shall continue to be a body corporate and politic, in fact and in name, until the first day of May, in the year of our Lord one thousand eight hundred and thirty-eight, with all the rights, powers, and privileges, and subject to all the provisions, restrictions, limitations, and conditions mentioned and contained in the Act entitled "An Act to incorporate the Firemen of the City of New York."

Further amended by "An Act to extend the Charter of the Firemen of the City of New York," passed April 16, 1831.

§ 1. The Act entitled "An Act to incorporate the Firemen of the City of New York," passed March the 20th, 1798, and all Acts and parts of Acts relating to the said Corporation, and which are now in force, shall be continued in force until the first day of May, one thousand eight hundred and sixty, unless sooner altered, modified, or repealed by the Legislature.

§ 2. The said Corporation shall have power to purchase, hold, and convey any estate, real or personal, for the use and objects for which the said Corporation was instituted; but such real or personal estate shall not exceed the sum of fifty thousand dollars.

Further amended by "An Act to amend an Act to extend the Charter of the Firemen of the City of New York, passed April 16, 1831." Passed March 25, 1851.

§ 1. Section Two of an Act entitled "An Act to extend the Charter of the Firemen of the City of New York," passed April 16, 1831, is hereby amended, and shall read as follows:

The said Corporation shall have power to purchase, hold, and convey any estate, real or personal, for the use and objects for which the said Corporation was instituted; but such real or personal estate shall not exceed the sum of one hundred thousand dollars.

Further amended by "An Act to amend an Act entitled 'An Act to amend an Act entitled An Act to extend the Charter of the Firemen of the City of New York, passed April sixteenth, one thousand eight hundred and fifty-one.'" Passed April 3, 1855.

§ 1. Section One of an Act entitled "An Act to amend an Act entitled 'An Act to extend the Charter of the Firemen of the City of New York, passed April sixteenth, one thousand eight hundred and thirty-one,' passed March twenty-fifth, one thousand eight hundred and fifty-one," is hereby amended, and shall read as follows:

The said Corporation shall have power to purchase, hold, and convey any estate, real or personal, for the use and objects for which the said Corporation was instituted; but such real and personal estate shall not exceed the sum of one hundred and fifty thousand dollars.

Further amended by "An Act to extend the Charter of the Firemen of the City of New York," passed April 14th, 1858.

§ 1. The Act entitled an Act to incorporate the Firemen of the City of New York, passed March the twentieth, seventeen hundred and ninety-eight, and all Acts and parts of Acts relating to the said Corporation, and which are now in force, shall be continued in force until the first day of May, eighteen hundred and eighty, unless sooner altered, modified, or repealed by the Legislature.

*Constitution of the Fire Department of the City of New York, as Amended and Adopted by the Representatives, the 14th of October, 1793.*

ART. I. A fund, which shall be called "THE FIRE DEPARTMENT FUND," shall be established with the moneys arising from chimney fines, certificates, and donations, and with such other moneys as may hereafter be agreed on by such fire companies as have already agreed, or may hereafter agree, to fund the same.

ART. II. The Fire Department shall be represented as follows, viz.: the engineers to send one; a company composed of eighteen men or upwards, to have two; and under eighteen men, one representative; and each company to choose them on or before the first day of December in every year.

ART. III. There shall be annually chosen, by ballot, by the representatives (out of their own body), a president and vice-president; and out of the whole body of firemen, at their first meeting, nine trustees, a treasurer, secretary, and collector; which treasurer shall give security to the trustees for the faithful performance of his trust.

ART. IV. The trustees shall class themselves in three classes, viz.: Nos. 1, 2, and 3. No. 1 shall go out the first year, No. 2 the second, and No. 3 the third year; and the representatives shall choose three new trustees, a treasurer, secretary, and collector annually, at a meeting which shall be called by the president, or, in his absence, by the

vice-president, on the second Monday of December, in every year, and as much oftener as any five representatives may require it.

ART. V. The trustees shall have the sole disposal of moneys in the funds, which shall be for the relief of such disabled firemen, or their families, as may be interested in this fund, and who may, in the opinion of a majority of the trustees, be worthy of assistance.

ART. VI. At a meeting of the representatives, they shall have a right to inquire into the application of the funds; and in case of a misapplication or misconduct of any member or members, they shall have a right to call him or them to an account; and if found guilty of a breach of trust, shall be displaced, and a new trustee or trustees, treasurer, secretary, or collector, elected by the representatives then present.

ART. VII. It shall be the duty of the treasurer, at every annual meeting of the representatives, to render them an account of the state of the funds.

ART. VIII. The trustees, when appointed, shall choose a president, who shall have a right to convene them when he thinks proper — at least once a year.

ART. IX. In case of death, resignation of office or firemanship, of any of the representatives, such vacancies shall be filled up by the companies for the remainder of the year, by a special election to be held for that purpose.

ART. X. In case of death, resignation of office or firemanship, of the president, vice-president, treasurer, secretary, collector, or any of the trustees, such vacancies shall be filled up by the representatives, for the remainder of the year, by a special election to be held for that purpose.

ART. XI. Whenever a new treasurer or secretary shall be elected, his predecessor shall be allowed not exceeding thirty days to settle his books and papers, and deliver the same to his successor in office.

ART. XII. The representatives shall have power to make such by-laws, from time to time, as to them may seem proper for the good government of this Department, not repugnant to this constitution; and all such by-laws shall be agreed to by at least two-thirds of the representatives present.

*By order of the Representatives,*

Attested,  
JOHN BOGERT, *Secretary.*

DANIEL HITCHCOCK, *President.*

BY-LAWS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, AS  
ADOPTED BY THE REPRESENTATIVES, THE FIRST DAY OF MARCH,  
1826, AND SINCE AMENDED.

#### ARTICLE I.

All moneys funded shall be in the name of the "Fire Department Fund of the City of New York." The principal of which fund shall not be impaired in granting relief, or in expenditures, by the board of trustees, except by an order of the representatives of the Department.

#### ARTICLE II.

§ 1. Every fire company, at their annual meeting, shall elect a representative or representatives to the board; provided, however, that any company having less than eighteen members shall be entitled to one representative only.



Immediately after such election, the following form of return shall be transmitted to the secretary of the Fire Department, and a duplicate to the chief engineer:

This is to certify that at a meeting of \_\_\_\_\_ Company, held the  
day of \_\_\_\_\_ 18 \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ No. \_\_\_\_\_ Street, and  
B \_\_\_\_\_ C \_\_\_\_\_ No. \_\_\_\_\_ Street, were duly elected to represent this  
company at the meetings of the Fire Department.

\_\_\_\_\_, *Foreman.*

\_\_\_\_\_, *Secretary.*

§ 2. No exempt fireman shall be eligible to a seat in this board unless a resident of the city and county of New York.

§ 3. Any company under suspension shall be entitled to representatives in this board, provided such representatives shall have been elected in their respective companies previous to such suspension; said representatives not to hold their seats longer than the next annual meeting of their respective companies, should such suspension still remain in force.

#### ARTICLE III.

§ 1. The roll shall be called precisely at the time specified in the notice, and every absentee shall be fined twenty-five cents; if he does not attend during the meeting, one dollar; for leaving the room without permission from the chair, twenty-five cents; for leaving the meeting without permission, fifty cents; for not obeying the call to order by the chair, twenty-five cents; for indecorous expressions or disorderly conduct, at the discretion of the meeting, provided that it does not exceed three dollars.

§ 2. No person shall take his seat as a representative, unless he shall have been regularly returned to the secretary, or produce a proper certificate at the time he offers himself.

§ 3. Every representative shall pay, at each regular or special meeting of the board, the sum of twenty-five cents, for the purpose of defraying the expenses of such meeting.

#### ARTICLE IV.

It shall be the duty of the president to preside at all meetings of the Department, to preserve decorum, decide all questions of order, subject, however, to an appeal to the representatives; appoint all committees consisting of not more than three persons; enforce the constitution and by-laws; and have power to call an extra meeting whenever he shall think it necessary, or when requested by the trustees, or by twenty representatives; and it shall also be his duty to attend the meetings of the board of trustees. In case the president shall be absent, the vice-president shall perform all the duties of the president; and should the vice-president be absent, the representatives shall appoint a president *pro tempore*, who shall perform the duties incident to the office.

#### ARTICLE V.

The trustees shall constitute a board, and they shall have *the sole management of the moneys and funds* of the Fire Department, which shall be appropriated or disposed of, and invested, as a majority of the whole board may deem proper for the well-being of the Department. It shall be the duty of the board to give notice to the several institutions in which the Department holds stock, that the same shall not be transferable without a special power of attorney from the board, authorizing the transfer.

They shall furnish the treasurer, annually, with a power of attorney, to receive the interest of all the funds, and a special power of attorney to transfer stock, or to foreclose bonds and mortgages.

A majority of the board may, should they deem it expedient, give a power of attorney to the treasurer to vote as he shall by them be directed, on any of the stocks belonging to the Department.

All complaints against a trustee or trustees, treasurer, or collector, shall be made to the board of trustees, who shall report the same to the representatives at their next meeting, or, if considered necessary, call an extra meeting for that purpose; should the board neglect or refuse to make such report, then the representatives of the Department shall cause the same to be investigated.

#### ARTICLE VI.

The treasurer, within ten days after his election, shall give a bond to the trustees for the faithful performance of his duty, with two sureties (approved by them), in a sum not less than ten thousand dollars, to be renewed annually if reelected; he shall annually present to the trustees and to the Common Council a statement of the funds, with the receipts and disbursements; he shall receive all moneys collected, and the interest on all moneys funded, first obtaining a power of attorney from the trustees annually, for that purpose; he shall sell and transfer all stocks, settle and foreclose all bonds and mortgages, first obtaining a special power of attorney for that purpose from the trustees; he shall countersign all firemen's certificates, and collect five dollars for each; he shall attend the meetings of the board of trustees, pay all drafts drawn by their order, and he shall keep the seal of the Department, which shall not be used except by its order, or that of the board of trustees.

#### ARTICLE VII.

§ 1. It shall be the duty of the secretary, within one month after his election, to inform the chief engineer and the foreman of each fire company, of his and the collector's names and places of residence; to deliver to the collector a notice of the time and place of meeting for each representative, at least four days previous to the day appointed for such meeting. In case of absence or indisposition of the collector, he shall serve the notices, or cause them to be served to each representative, under the same regulations as the collector, with the same compensation; he shall call the roll, keep regular and correct minutes of the proceedings of each meeting; he shall receive all fines and penalties from the members, accruing from the by-laws; and report at every meeting a statement of the moneys in his possession, with which he shall pay the expenses of meeting; but if the amount should be insufficient, he shall apply to the trustees for the deficiency.

§ 2. All books, papers, and proceedings of the Board of Representatives shall be lodged with the treasurer for safe keeping, at the expiration of the term of every secretary.

#### ARTICLE VIII.

The collector, within ten days after his election, shall give a bond to the trustees for the faithful performance of his duty, with two sureties (approved by them), in a sum not less than one thousand dollars; if reelected, the bond to be renewed, under penalty

of forfeiture of office ; it shall be his duty to collect all fines and penalties accruing to the Department under the laws of the State and ordinances of the Common Council of the city, and faithfully to deliver the same to the treasurer at least once in every month ; but should he at any time be in possession of one hundred dollars or more, he shall pay the same immediately to the treasurer, under the penalty of fifteen dollars ; to attend every meeting, under penalty of one dollar ; to collect all penalties accruing from the by-laws, and pay the same to the secretary ; to leave at the usual place of residence of each representative a notice (given him by the secretary), at least one day previous to the day of meeting, under the penalty of one dollar for every representative not notified. For such services he shall receive such compensation as the Board of Trustees may, from time to time, deem proper.

## ARTICLE IX.

No excuse shall be deemed sufficient for the non-attendance of a representative, except absence from the city, sickness or death in his family, or some other dispensation of Providence, that would make it improper for him to attend ; which excuse shall be delivered in writing to the secretary, within two months after the meeting, the neglect of which makes all fines positive.

## ARTICLE X.

All applications for relief from the funds of the Fire Department shall be made to the trustees, whose duty it shall be to inquire into the situation of the applicant, and grant such relief as in their opinion circumstances may require, in conformity to the following provisions :

All firemen, while doing duty as such, and being indigent ; all firemen who have been disabled while doing duty as such, and having become indigent and infirm ; and all firemen having served the time prescribed by law as such, and shall resign thereafter, and having become indigent and infirm, shall be entitled to relief from the Fire Department fund.

No relief of any kind shall be granted to any person, or their families, unless such person is an exempt fireman of the city of New York ; or an active fireman, who shall have passed the Common Council of this city, and been approved by the mayor. An exempt fireman, to be entitled to aid, shall have served his whole time in the Fire Department of this city.

## ARTICLE XI.

§ 1. Any person, on presenting a correct certificate of his election as a member of the New York Fire Department, shall pay to the chief engineer the sum of five dollars, the same being his initiation fee. And in case of his rejection by the proper authorities, the said sum shall be returned to him by the chief engineer.

§ 2. The chief engineer shall pay to the treasurer of the Fire Department all the moneys in his possession, which he may have received for certificates of firemanship, at least once in every month, or oftener if called for by the treasurer.

## ARTICLE XII.—RULES OF ORDER.

§ 1. Every representative desiring to speak shall rise from his seat, and address the president. When two or more representatives shall rise at once, the president shall designate the one who is entitled to the floor.

§ 2. After a motion is stated by the chair, it shall be deemed in possession of the board of representatives, but may be withdrawn by the mover before an amendment is made, or a vote taken.

§ 3. No motion shall be debated unless it be seconded; when a motion is seconded, it shall be stated by the chair, and every such motion shall be reduced to writing, at the request of any representative.

§ 4. When a motion is pending, no motion shall be entertained, except

1. For a call of the board.
2. To adjourn.
3. For the previous question.
4. To postpone indefinitely.
5. To lay on the table.
6. To amend.
7. To refer to a committee.

Such motions shall be preferred in the order above stated; the first five shall be decided without amendment or debate, but no such motion shall be received while a representative other than the one making the motion has the floor. No motion to adjourn, nor any other motion, shall be entertained after the chair has directed the secretary to call the roll, nor while the representatives are voting on any question, nor immediately following a similar motion just negatived, unless some proposition intervene, or other business be transacted.

§ 5. No representative, while another is speaking, shall pass between him and the chair. A representative, called to order by the chair, shall immediately take his seat, unless permitted to explain. All decisions of the chair shall be conclusive, unless reversed by a majority of the representatives present, on an appeal from the decision of the chair. The mover of the appeal can state his reasons for appealing, and the chair may state the ground of his decision, but no other discussion shall be allowed until the appeal is decided.

§ 6. No representative, without the unanimous consent of the board, shall speak more than twice to the same general question, nor more than once until every representative desiring the floor shall have spoken.

§ 7. Motions to depart from the regular order of business shall be decided without debate.

§ 8. When the previous question shall be called for, it then shall be stated as follows: "Shall the main question be now put?" If decided in the affirmative, the question shall be taken without debate on the pending amendments, in their order, and then upon the original motion; and until the latter has been put and decided no other motion shall be entertained.

§ 9. The yeas and nays shall not be called for except at the request of twenty representatives.

§ 10. Every representative who is present when a question is taken shall vote thereon unless he is personally interested therein or is excused by the board.

§ 11. No representative shall leave the room without permission from the chair.

§ 12. When the vote shall be equally divided upon any question, the chairman shall have the casting vote.



§ 13. No motion to reconsider any vote shall be in order unless made on the same evening or at the next succeeding meeting, nor unless made by a member who voted in the majority. A motion to reconsider having been put and lost, shall not be renewed at that meeting; but any resolution or other act of the Board may be rescinded or revoked at a meeting called for that purpose, provided that written notice of the object of such meeting shall be served upon the members.

§ 14. Any member may change his vote after the yeas and nays have been called through, and before the vote is announced, but not otherwise.

§ 15. Any representative refusing to comply with the decisions or rules of the Board, shall be reprimanded for the first offense, and upon repetition shall be liable to be expelled—two-thirds of the representatives present voting in favor thereof.

§ 16. No person, unless a representative, delegate, trustee, fire commissioner, or reporter, shall be present at any of its meetings, without the consent of a majority of the members present.

#### ARTICLE XIII.

§ 1. These by-laws shall not be changed or rescinded unless notice of a motion to that effect is given at a regular meeting, and the amendment proposed is adopted at a future meeting, by a vote of two-thirds of the members of the Board present.

§ 2. Two-thirds of the members present may temporarily suspend the Rules of Order, such suspension terminating with the meeting.

#### ARTICLE XIV.—ORDER OF BUSINESS.

1. Calling the roll.
2. Reading the minutes.
3. Collection of fines and dues.
4. Communications.
5. Reports of the trustees and treasurer.
6. Report of committees.
7. Unfinished business.
8. Miscellaneous business.
9. Election of officers.

#### ARTICLE XV.

All by-laws heretofore passed, inconsistent with the above, are hereby repealed.

	DE LANCY W. KNEVELS,	} <i>Committee.</i>
	JOHN SLOWEY,	
Revised and amended December 20, 1860.	CHARLES A. GRAY,	
	JOHN R. PLATT.	





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CASH ASSETS, . . . . .	\$7,260,058 32

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D. A. HEALD, Vice-Prest.  
J. H. WASHBURN, V. P. & Sec'y.  
Assistant Secretaries:  
T. B. GREENE, W. L. BIGELOW,  
E. G. SNOW, Jr.

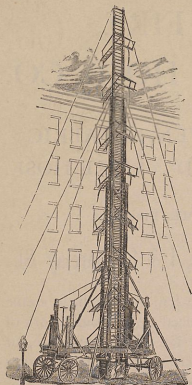
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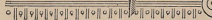
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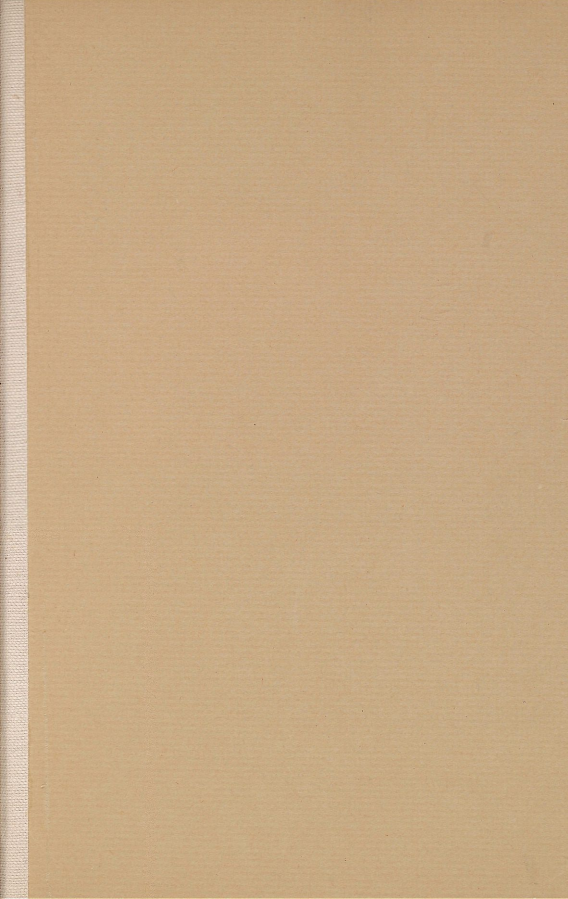












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